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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

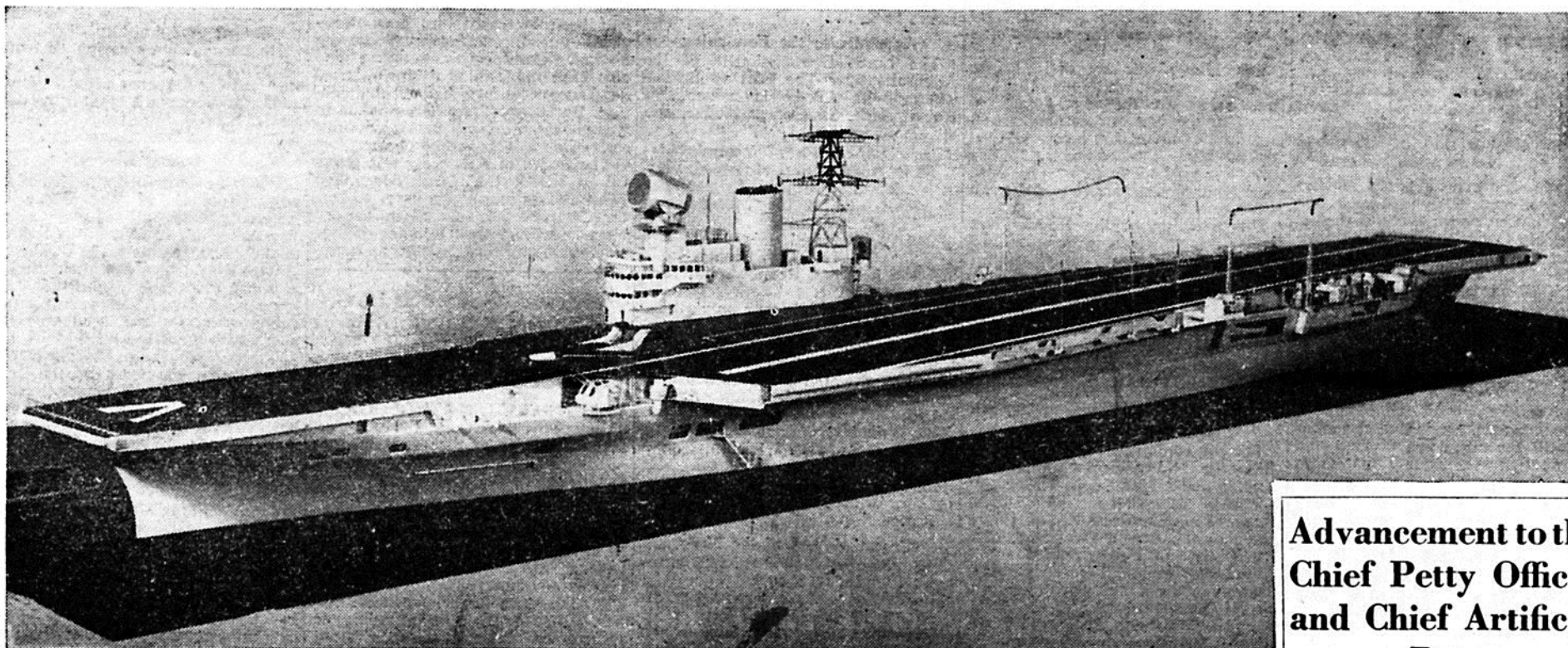
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No. 44 JANUARY, 1958

Published first Thursday of the month

Price Fourpence

VETERAN OF WARTIME CONVOYS



H.M.S. Victorious is now the premier aircraft carrier TO COMMISSION JAN. 14

H.M.S. VICTORIOUS, veteran of wartime convoys to Russia, air actions against Bismarck and Tirpitz, and the campaign in the Far East, has been rebuilt to become the world's most up-to-date aircraft carrier.

The sixth modern carrier to join the Fleet since the war, she is the first to be fitted with all of the British-developed aids to naval flying—the fully angled flight deck, steam catapult and mirror landing aids.

Under the command of Capt. C. P. Coke, D.S.O., R.N., she will be commissioned on January 14 and commence her sea trials early next month.

The modernisation of the Victorious at Portsmouth Dockyard, which started in October, 1950, and prolonged to enable the latest devices and equipment to be incorporated, has been the largest task of its kind ever undertaken in one of the Royal Dockyards or by a commercial shipyard in the country. At one stage some 2,300 men of the dockyard labour force were employed, either on board or in workshops ashore, and before the ship's reconstruction could be commenced 15,000 tons—a weight equal to nearly two-thirds of her original displacement—of armour, machinery, electrical gear and structure and general fittings had to be removed.

During the past seven years the Victorious has been completely rebuilt above the hangar deck. The former gallery deck—immediately below the flight deck and above the hangar—is now unique in British carrier construction by extending continuously through the length and breadth of the ship. She has also been almost entirely redesigned internally.

The 775-foot-long flight deck has been raised some four feet and to achieve its fully angled deck for landing aircraft it has been extended outwards on the port side for 41 feet for a length of 120 feet. The island has been kept small by present-day standards to give the maximum deck area for aircraft by siting the large operations room and associated compartments below the flight-deck level.

Outstanding feature of the Victorious's new outline is the immense radar aerial mounted above the island. It is the first to be installed in a warship and only in the early hours of a Sunday morning with the temporary removal of trolley-bus wires could it be taken

by road through Portsmouth on its way to the dockyard from its manufacturers. The radar installation of the Victorious provides the best ship-borne air defence radar in the world and is stated to "combine early warning and high discrimination of an aircraft's position in plan and height simultaneously." A complex and semi-automatic electronic system collects, and displays the information, enabling the Admiral or Captain to see at a glance the tactical situation in any section of the sky for miles around him.

Two parallel track 145-foot catapults are fitted forward and the increased demands for steam which they make is one of the reasons for the installation of new boilers during the modernisation of the Victorious. Deck-landing mirror sights are fitted port and starboard—the latter mounted outboard on its own large sponson because of the angled deck—while there are also two high-speed lifts to bring aircraft up from the hangar decks.

Accommodation Problem

There has inevitably been a battle for space inside the ship between the ever-mounting volume of technical equipment that must be housed in a fighting ship and the needs of the ship's company for accommodation. In the final compromise single-berth cabins are provided for all officers—and these occupy less over-all space than the old two-berth and dormitory cabins—and the highest habitability standards have been sought as far as the ratings are concerned. The arrangements provide for bunk sleeping for all ratings, dining-halls for junior ratings, and separate messes for senior ratings. As recently as April of last year—although the final completion date of the Victorious was fixed as long ago as 1953—all mess decks were surveyed to ensure that there should be no overcrowding.

Statistically, the extent of the Victorious's modernisation can be measured by the fact that 800 miles of electric cables have been used; her electrical power is capable of supplying the daily needs of 2,000 homes; 17,000 square yards of linoleum have been necessary; 400,000 feet of tubular scaffolding were used in staging around the ship; and 10 miles of ventilation trunking have been installed.

A model of the new Victorious. The huge flight deck and the comparatively small island, with its large radar installation, give an excellent idea of the efficient flight-deck layout

THE NEW "RESOLUTION"

In commemoration of the discovery of Christmas Island by Capt. Cook on Christmas Eve, 1777, the base there will be named after Capt. Cook's ship, H.M.S. Resolution. The Board of Admiralty has sent the following message: "Their Lordships wish to convey their appreciation to the officers and men of H.M.S. Resolution of their work on Christmas Island on this the 180th anniversary of the discovery of the island by Capt. Cook in H.M.S. Resolution."

Advancement to the Chief Petty Officer and Chief Artificer Rate

Confirmation has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer.—JX.161965 D. Fair; JX.148952 D. Hayward; JX.142328 H. York; JX.161935 M. Beales; JX.703154 T. Coles.

To Chief Engine Room Artificer.—MX.57777 D. Hancock; MX.752025 J. Summers.

To Chief Engineering Mechanic.—KX.86012 T. Swan; KX.93885 D. Murphy; KX.89254 H. Bent; KX.92381 R. Howard; KX.97744 R. Stewart; KX.83262 C. Allin; KX.96958 N. Bartle; KX.89259 J. Griffiths.

(Continued on page 2, column 3)

Drafting Forecast

VOLUNTEERING. Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is taken at least two months' ahead, applications to serve in ships due to commission in the next few weeks are unlikely to have any effect.

SUBMARINE COMMAND

H.M.S. Alderney, February, at Portsmouth for 6th S/m. Squadron, Halifax, N.S.
H.M.S. Ambush, February, at Chatham for 6th S/m. Squadron, Halifax, N.S.
H.M.S. Astute, March, at Devonport, for 3rd S/m. Squadron, Clyde.
H.M.S. Tapir, May, at Chatham, for 1st S/m. Squadron, Malta.
H.M.S. Scotsman, May, at Devonport, for 3rd S/m. Squadron, Clyde.
H.M.S. Aeneas, at Portsmouth, for 5th S/m. Squadron, Portsmouth.
(Continued on page 2, column 4)

The Outstanding Cigarette of the Day



TOBACCO AT ITS BEST
WELL MADE • WELL PACKED

Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.)
Royal Naval Barracks, Portsmouth.
Tel.: Portsmouth 74004 (Ext. 2194)

EDITORIAL

HEARD ANY good resolutions lately?

Let's be different—don't let us talk about resolutions. They are so easily made, hard to keep and so often broken. Who was the humorist—was it Mark Twain?—who said "It's easy to give up smoking—I've done it thousands of times"? Some resolutions can be like that—a hardy annual.

Let us talk about doors. As the door of 1958 opens what can be seen? The pessimist says, "Nothing—it's all black... a reducing Navy... sputniks... talk, talk, all talk," and so on. The optimist says, "A wonderful, clean new year. A glorious sunrise with promise of warmth for the road ahead."

But what do we, the cautious, middle-of-the-road men, neither pessimists nor optimists, what do we see through that open door? Opportunities? Opportunities for promotion—to win the treble chance—to get married? Like Pandora we can all see hope. Hope that men will work for that peace and good will so often expressed at Christmastide. Hope that the brains and energy which can produce a brace of sputniks, intercontinental ballistic missiles, the hydrogen bomb, etc., can use the same energy and brains for the benefit of the human race. Hope that the other man will see our point of view and that we will see his and that from these two viewpoints a focal point can be found at which East and West can meet to discuss how we can all live together in peace and harmony.

Doors may be locked, bolted and barred, but they are made to open. We hope that the 1958 door, now open, will lead to a happy, peaceful and prosperous year.

We wish all our readers—our critics and well-wishers too—and our advertisers a happy New Year.

"WITH A THANKFUL REMEMBRANCE OF THY MERCIES"

The waves of the sea are mighty and rage horribly, but yet the Lord, who dwelleth on high, is mightier.

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THE ROYAL NAVY OF 1699

A Letter to the Editor

Dear Sir,—The attached extract is from a book in my possession which was published in 1699, and I thought you might like to use it.

Yours faithfully,

W. P. GARNER,
Lieut. (E.) R.N. (Retd.).

THE ROYAL NAVY OF 1699

(An extract from a book printed in that year)

THE NAVAL Forces of England do now consist of near 200 Men of War; besides Fire-ships, Yachts, Hulks, Ketches, Sloops, Hoys, Smacks and many other vessels for tenders and victuallers.

The Men-of-war are divided into six rates, amongst which the third and fourth rates are the most numerous. Those of the first rate carry from 90 guns to 100, about 800 men and 1200 tons at least. The second rate ships carry from 80 to 90 guns. The third rates for the most part 70 and the rest proportionately.

For manning of the Royal Fleet England is provided with stout and able seamen, who may be pressed for the King's service: as also may Merchant ships when there is occasion. And for a standing nursery of men fit for sea or land service there are two marine regiments, consisting of 600 men each; who, besides their pay as land soldiers have their diet whilst they are at sea.

Captain's 15s. per day

For the command of a man-of-war there are two principal officers: a Captain and a Lieutenant. The pay of a Captain of a first rate ship is 15s. a day, of a second rate 12s, of a third rate 10s, of a fourth 7s and 6d, of a fifth 6s, and of a sixth rate 5s.

For the building, repairing and cleaning of the King's ships, there are several great yards viz at Chatham, Deptford, Woolwich, Sheerness, Portsmouth, Southampton, Plymouth, Harwich and Hull. Which are fitted with Docks, Lanches, Rope-yards and Store-houses; and always furnished with great quantities of timber and other materials. Wherein are employed divers Officers, the principal of which are as follows, with their respective salaries. VIZ.

A Clerk of the Checque	£ 245
A Store-keeper	260
A Master Attendant	124
His assistant	80
A Master Shipwright	133
His assistants each	70
Clerk of the Survey	160

Note that the Charges of the clerks and instruments are included in their salaries.

All these are under the direction and management of the

Navy Office

kept in the Crouched Friars, London. Where the whole business concerning the King's ships is managed by four Principal Officers, and four Commissioners of the Navy, besides other Commissioners for Victualling the Navy.

The four principal Officers are the Treasurer, Comptroller, Surveyor, and Clerk of the Acts.

The Treasurer's Office is to pay the charges of the Navy out of the Exchequer, having first a Warrant for the money from the Lords Commissioners of the Treasury, and for the payment thereof another Warrant from the Principal Officers of the Navy. His allowance is £3000 a year.

The Comptroller's Office is to attend and Comptroll all payments of wages. He is likewise to know all the market-rates of all stores for shipping, to audit and examine all treasurers, victuallers and Storekeepers accounts. His salary is £500 per annum and his assistant's £400.

The Surveyor

The Surveyor's business is to know the state of all stores, and see their wants supplied; to survey the Hulls, Masts, and Yards and have their defects repaired at reasonable rates. What stores the Boatswains and Carpenters receive in order to a voyage, he is to charge them with by indenture, and at their return to state and audit their accounts. His salary is £400 per annum.

The clerk of the Acts is to record all orders, contracts, bills, warrants &c relating to the Navy and his salary is £500 per annum. Among the four Commissioners one's province is to comptroll the Victualler's accounts; another's the accounts of the Storekeepers of the Yards; and the other two have the management of the King's Navy, the one at Chatham and

the other at Portsmouth. The salary of each is £500.

Both the Principal Officers and Commissioners hold their places by patent, under the Great Seal of England, and have clerks allowed to each of them with their respective salaries for the dispatch of business. The Commissioners for Victualling the Navy are commonly four, and their salary is each £400 a year.

Above these are the Lords Commissioners of the Admiralty, executing the office of the Lord High Admiral, who sit at the Admiralty House near St James Park. . .

Appendix to the Fore-going

The Lords Commissioners of the Admiralty were The Earl of Bridgewater, John Lord Haversham, Sir Robert Rich, Sir George Rooke, and Sir David Mitchel.

Admirals of the Fleet left employed—

RED. Admiral Earl of Orford, Vice-Admiral Matthew Aylmer and Rear-Admiral the Marquess of Carmarthen.

BLUE. Admiral Sir Cloudesly Shovell, Vice-Admiral Sir David Mitchel, and Rear-Admiral John Benbow Esq.

Accidental Admirals now employed—John Benbow Esq. in the West Indies.

Commissioners in General—John Hill Esq., James Southern Esq., Benjamin Timewell Esq., Matthew Aylmer Esq.

Four Principal Officers of the Navy Treasurer, Sir Tho. Littleton; Comptroller, Sir Rich. Haddock Kt.; Surveyor, Edmund Dummer Esq.; Clerk of the Acts, Charles Serguson Esq.

Commissioners of the Navy

Comptrollers of the Pursers accounts—Sir Cloudesley Shovell.

Comptroller of the Treasurers accounts—Dennis Liddell Esq.

Comptroller of the Storekeepers accounts for the several Yards—Tho. Wilshaw Esq.

Commissioner for Portsmouth—Hen. Greenhill Esq.

Commissioner for Chatham—Sir Edward Gregory Kt.

Commissioner at Plymouth—George St Lo Esq.

Commissioners for Victualling the Navy—Thomas Papillon Esq., Simon Mayn Esq., John Burrington Esq.

(Then follows a list of all the officers of the Navy Yards and a complete list of ships and their guns and number of men.)



"Quick! Nip over and wish Chiefy a happy New Year before he spots it!"

Advancement

(Continued from page 1, column 3)

To Chief Radio Electrical Artificer.—MX.712596 W. Nicholson.

To Chief Radio Electrician.—MX.856315 G. Burbridge; MX.842222 C. Fewdale.

To Chief Electrician.—MX.803726 A. Bartle; MX.856440 T. Brown; MX.745788 A. Brown; MX.66698 W. Key; MX.745844 H. Gregory; MX.844474 S. Chapman; MX.759483 J. Broughton; MX.766315 W. Howell.

To Chief Blacksmith.—MX.56696 E. Pearson.

To Chief Ordnance Artificer.—MX.703927 J. Nicholson.

To Chief Joiner.—MX.635822 H. Hiscutt.

To Chief Petty Officer Telegraphist.—JX.581465 G. Evatt; JX.137317 T. Duffy.

To Chief Petty Officer Writer.—MX.606748 I. Dawe; MX.780197 J. Shepherd.

To Chief Petty Officer Cook (S).—MX.56844 A. Cheesebrough.

THE ROYAL NAVAL BENEVOLENT TRUST

Spirit of Personal Service

35th Annual Meeting

SPEAKING AT the annual meeting of The Royal Naval Benevolent Trust recently held at the Mansion House, Mr. Christopher Soames, Parliamentary and Financial Secretary to the Admiralty, said that because of the highly complex nature of the modern aircraft carrier, nuclear submarine and missile ship, a larger proportion of specially skilled men were needed for the Navy. To attract the right type of man, pay and pensions had been increased and new allowances introduced for men serving abroad. Considerable progress had also been made in providing married quarters and unfurnished accommodation. Every effort was being made to ensure that the Navy would continue to provide a worth-while career.

The Board of Admiralty was grateful to the Royal Naval Benevolent Trust and its many voluntary workers for the part they played in helping Naval men and their families in time of trouble and thus assisting in main-

taining the happiness and morale of the Service. It was, he believed, one of the most efficient organisations of its kind and he was glad to say that it worked in close harmony with the official welfare side and with that other great Naval Charity—Greenwich Hospital.

The Parliamentary Secretary also spoke of the impending retirement of the president of the Trust, Admiral of the Fleet Sir Algernon Willis, after six years of valuable and devoted service and thanked him on behalf of the Board of Admiralty.

He concluded by saying that after 35 years, the Trust could look back with satisfaction on a record of wise administration, and a spirit of personal service handed down from one generation of Naval men to another.

Annual Report

When he presented the annual report, Admiral of the Fleet Sir Algernon Willis outlined many of the Trust's activities and specially referred to the 10,000 grants made during the year to Naval men and their families at a cost of over £91,000. In addition, some £14,000 had been spent in providing annuities for aged ex-Naval men and widows and for widows with young children. It was difficult to convey all that the work of the Trust involved in terms of personal effort, but the local committees had each handled, on an average, a hundred cases a week and every one of them had called for careful investigation and consideration.

Trust's Homes

The president also spoke of his visits to the Trust's Homes, Mayfield House, for children in Edinburgh and Pembroke House for aged ex-Naval men in Gillingham, and said not only had he been much impressed by the efficient way they were run, but also by the homely atmosphere and the happiness of the inmates of both establishments.

The honorary treasurer, Mr. J. C. Abraham, presenting the balance sheet and statement of accounts, drew attention to the depressed state of Government Securities and the effect of inflation on the Trust's capital. The total income for the year, including that of Minor Trusts, had fallen short of total expenditure by just under £7,000. He felt, however, that the result could be considered a satisfactory one, because there had been a small surplus on R.N.B.T.'s own accounts and the deficit was due to an excess of expenditure on Minor Trusts.

Mr. Abraham concluded by stressing the importance of the contribution of one-fifth N.A.A.F.I. rebate made by ships and establishments, which represented one-third of the Trust's revenue.

R.N.B.T.'s total income for the year 1957 had been £194,678 and total expenditure had been £201,651.

Drafting Forecast

(Continued from page 1, column 2)

GENERAL

H.M.S. Loch Insh, January, at Devonport, for General Service Commission, Home/East Indies. U.K. Base Port, Devonport.

H.M.S. Victorious, January, at Portsmouth, for General Service Commission, Home/Mediterranean. U.K. Base Port, Portsmouth.

H.M.S. Newfoundland, January, for Foreign Service, Far East Station.

H.M.S. Torquay, February, at Portsmouth, for General Service Commission, Home/Mediterranean. U.K. Base Port, Portsmouth.

H.M.S. Salisbury, February, at Devonport, for General Service Commission, Home/Mediterranean. U.K. Base Port, Devonport.

H.M.S. Scarborough, February, at Portsmouth, for General Service Commission, Home/Mediterranean. U.K. Base Port, Portsmouth.

H.M.S. Wizard, February, at Chatham, for General Service Commission, Home/Mediterranean. U.K. Base Port, Chatham.

H.M.S. Contest, March, at Chatham, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Carysfort, March, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Portsmouth.

H.M.S. Cavendish, March, at Devonport, for General Service Commission, Mediterranean/Home. U.K. Base Port, Devonport.

H.M.S. Puma, March, at Devonport, for General Service Commission, South Africa and South Atlantic Home. U.K. Base Port, Devonport.

H.M.S. Ceylon, April, at Portsmouth, for General Service Commission, Home/East Indies. U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, April, at Chatham, for General Service Commission, Home/East Indies. U.K. Base Port, Chatham.

H.M.S. Cardigan Bay, April, at Singapore for Foreign Service on Far East Station.

H.M.S. Chichester, April, at Glasgow, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Cheviot, May, at Singapore, for Foreign Service on Far East Station.

H.M.S. Dunkirk, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Devonport.

H.M.S. Jutland, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Chatham.

H.M.S. Trafalgar, May, at Portsmouth, for General Service Commission, Mediterranean/Home. U.K. Base Port, Portsmouth.

H.M.S. Albion, May, at Portsmouth, for General Service Commission, Mediterranean/East Indies Far East. U.K. Base Port, Portsmouth.

MOTORING NOTES

THIS ISSUE of NAVY NEWS, being the first of the New Year, may I wish all Naval motorists good motoring and freedom from trouble for 1958?

The Motorist and the Law

The title of this paragraph is really that of a new book published by Pitman and priced at 7s. 6d., which puts the chief points of motoring law in a very easily understandable form. Some very interesting points arise. For example, how many of you realise it is an offence to drive:

- Without an efficient automatic windscreen wiper;
- With a windscreen not made of safety glass;
- With a dirty windscreen;
- Without an efficient horn to give warning of approach;
- Without a speedometer, which, incidentally, must be accurate within 10 per cent.;
- Without a rear view mirror or one which has not an unobstructed view to the rear?

I have a shrewd idea that a high proportion of Naval motorists would be found guilty of at least one of these offences if the police were to examine their cars. Item (c), a dirty windscreen, is the most common, and I strongly recommend a windscreen washer as a very cheap investment. A good one can be bought for just over 30s. and they are easily fitted.

Another useful gadget just brought out by Holt's is a flask of de-icing fluid priced at 3s. 6d., which is very useful for de-icing frosted windcreens and frozen car door locks, etc. The flask is plastic and fitted with a spray nozzle which makes it very simple to use.

A New Year Resolution

I make no apologies for repeating a resolution I suggested in the January, 1956, notes. It is one which would avoid a major cause of accidents if we could all keep to it. Here it is, and I commend you to abide by it:

"I will never under any circumstances whatsoever pass, or attempt to pass, another vehicle on a bend or corner or within quarter of a mile of a bend or corner, neither will I attempt to overtake on the straight unless I am absolutely sure that I can do this in complete safety to myself, my passengers and other road users."

Motor Insurance

On several previous occasions I have reminded readers that they should re-value their cars every year, as in the event of a write-off they will only receive the current trade value of the car despite the value declared on the policy, or the premium paid. One of my staff has just been caught by this snare. In August he bought a secondhand car which he insured for £300. Six weeks later, as the result of a skid, the car was written off. Despite the small time lapse between declaring its value and paying the appropriate premium, the settlement figure was £235, i.e., £65 less than the declared value. The lesson here is obvious—don't pay unnecessary premium on a value which cannot be recovered. Give your car a realistic valuation and remember that in the case of an insurance claim the assessor who usually acts for the insurance company is a very hard-headed and experienced man who is quite proof against all your charms.

A. E. Marsh

BUILT-IN BREATHING SYSTEM



Pupils receiving instructions in breathing correctly during free ascent

THE ADMIRALTY announces that "escape" system.

In future the built-in breathing system is to be the standard method of escape from sunken submarines. Having proved successful in development the system has now been fitted in all but a few submarines, and in these the members of the crew are provided with individual breathing apparatus. About 6,000 officers and ratings have already been instructed in the "free

The Rescue Bell method, which has been fitted experimentally in only two submarines, has proved to be a less practical means of escape. It also imposes weight penalties and other disadvantages which would reduce the submarine's chances of survival in war. Consequently, a decision has been taken to abandon this method of escape.

SHIPS OF THE ROYAL NAVY

No. 28—H.M.S. Newfoundland

The Editor, "Navy News," R.N. Barracks, Portsmouth:

Please forward one postcard of H.M.S. Newfoundland as reproduced at the top of page 3, for which I attach stamp value 2d. (Use block letters, please.)

Name

Address

PIN ONE
STAMP
VALUE
2d.

Photo postcards of H.M. Ships, Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness and Maidstone may be obtained (without coupons), price 6d. each including postage.

SHIPS OF THE ROYAL NAVY

No. 28. H.M.S. NEWFOUNDLAND

H.M.S. NEWFOUNDLAND

Badge, Field-white; upon a mount, an elk statant proper (from the crest of Newfoundland).

Built at Wallsend-on-Tyne by Swan, Hunter & Wigham Richardson, Ltd.

Laid down November 9, 1939.

Launched December 19, 1941, by Mrs. Ernest Bevin.

Commissioned December 31, 1942.

Adopted by Wolverhampton on December 5, 1943.

Length (overall) 555 ft.

Beam, 62 ft.

Draught (mean), standard 17 ft.

Armament, Nine 6 in. guns in triple turrets. Eight 4 in. guns in twin mountings. Twelve smaller guns.

In July, 1943, Newfoundland was with force "K" in the Mediterranean, and took part in the assault on Sicily. After several bombardments of Sicilian towns and targets, she was torpedoed on July 23 whilst returning to Malta.

FOUR NEW FRIGATES JOIN THE FLEET

THREE NEW frigates of the Blackwood class and one of the Whitby class have been provisionally accepted into service.

The ships, with the names of the officers appointed to command are as follows:

On December 12—H.M.S. Malcolm.

Built by Messrs. Yarrow and Co., Ltd., Scotstoun, Glasgow. Geared steam turbines built by the Parsons Marine Steam Turbine Co., Ltd., Wallsend-on-Tyne. She was launched on October, 1955. Lieut.-Cdr. N. C. W. Tetley, R.N., appointed to command.

On December 13—H.M.S. Palliser.

Built by Messrs. Alex Stephen and Sons Ltd., Linthouse, Glasgow, who are also manufacturers of the turbines. She was launched on May 10, 1956. Lieut.-Cdr. G. E. Hammond, R.N., appointed to command.

On December 20—H.M.S. Exmouth

(the 11th of the class to complete). Built by Messrs. J. S. White and Co., Ltd., Cowes, Isle of Wight, who are also manufacturers of the turbines. She was launched on November 16, 1955. Lieut.-Cdr. P. Draisey, R.N., appointed to command.

On December 18—H.M.S. Tenby (the fourth of the Whitby class to complete).

Built by Messrs. Cammell Laird and Co., Ltd., Birkenhead, who are also manufacturers of the turbines. She was launched on October 4, 1955. Cdr. W. R. D. Gerard-Pearse, M.V.O., R.N., appointed to command.

(Continued in column 4)

ENGINEER AS ADMIRAL SUPERINTENDENT H.M. DOCKYARD DEVONPORT

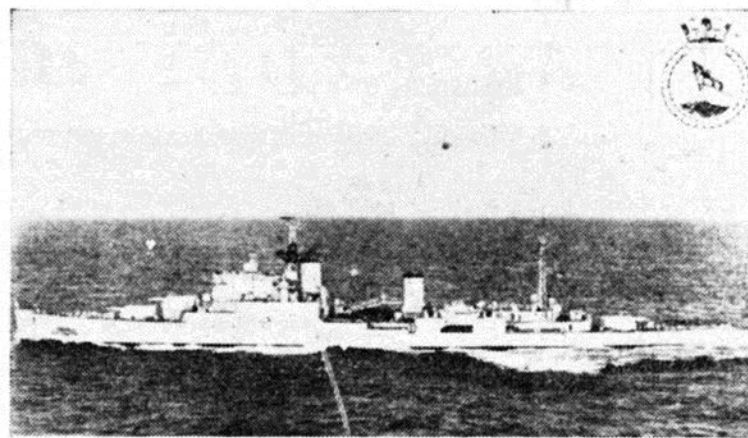
AN ENGINEER officer is now for the first time serving as an Admiral Superintendent of one of H.M. Dockyards, with the appointment of Rear-Admiral L. A. B. Peile, C.B., D.S.O., M.V.O., as Admiral Superintendent, H.M. Dockyard, Devonport.

One of the most highly qualified engineer officers in the Service, Admiral Peile began his specialisation as a shipman in January, 1923.

He served in H.M. Ships Repulse, Shropshire and Norfolk, and as the engineer officer in the latter was awarded the D.S.O. for masterly determination and skill in the action against the Bismarck.

In 1947 he was appointed M.V.O. for his services as engineer officer of H.M.S. Vanguard when His Late Majesty King George V visited South Africa.

He was promoted captain (E.) in December of the same year. In 1954, he completed the Imperial Defence College course. Promotion to rear-admiral followed in February, 1955, on assuming the appointment of Deputy Director of Dockyards (Administration). Admiral Peile was awarded the C.B. in the New Year Honours, 1957.



A temporary repair was carried out in Malta, and the ship then sailed, without a rudder, to Boston, Massachusetts, U.S.A. Here a new stern was fitted, from September 27, 1943, to February 19, 1944. On the way back to the United Kingdom the ship made her only visit to Newfoundland, staying at St. John's from April 29 to May 3, 1944.

Newfoundland left the United Kingdom for the Pacific on November 28, 1944. After supporting the Australian landings at Wewak, in May, 1945, she took part in the bombardment of Truk in June.

(Continued from column 3)

Both classes of frigates are designed for a mainly anti-submarine role. The Whitby class are larger (e.g. 370 feet against 310 feet extreme length). The complement of the Whitby class is approximately nine* officers and 180 men compared with seven officers and 104 men of the Blackwoods. There are also differences in the equipment of the two classes.

On July 16, wearing the flag of Rear-Admiral Sir E. J. P. Brind, G.B.E., K.C.B., Newfoundland joined the American Third Fleet, under Admiral Halsey, for the assault on the Japanese mainland. Air and surface bombardments continued for a month and in the bombardment of Kamaishi (a steel town 250 miles north of Tokyo), Newfoundland led the line, and was the first to open fire.

On September 2, she was in Tokyo Bay, for the signing of the Japanese surrender.

She returned to the United Kingdom at the end of 1946, and after some time in the Reserve, and as a training ship, docked, in October, 1950, for an extensive refit and modernisation.

Commissioning with a Portsmouth crew at Devonport at the end of 1952, Newfoundland sailed for the East Indies where she became the flagship of the Commander-in-Chief, East Indies Station, Vice-Admiral W. R. Slaytor, C.B.E., D.S.O., D.S.C., her first captain.

A GOOD RESOLUTION FOR 1958!

SAVE THE SAVINGS BANK WAY

Make out an allotment to the Post Office Savings Bank or a Trustee Savings Bank and see how Your Money Grows.

If you allot per month	£1	£2	£4	£8	£10
You save in one year	£12	£24	£48	£96	£120
You save in two years	£24	£48	£96	£192	£240
You save in three years	£36	£72	£144	£288	£360
You save in nine years	£108	£216	£432	£864	£1080

IN ADDITION! YOUR SAVINGS WILL EARN 2½% INTEREST. UP TO £15 of INTEREST on individual deposits will be FREE OF INCOME-TAX, i.e. interest from accrued capital of up to £600. Interest up to £15 on the account of a married woman, will NOT be added in with her husband's income.

Your pay office will advise you or you may write direct to

The Secretary, H.M. Forces Savings Committee, 1 Princes Gate, London, S.W.7

WOMEN'S PAGE

A MISCELLANY FOR THE LADIES

FRIENDLY WIVES



Lady Grantham being presented with floral arrangement by Miss Lynne Uden. Mrs. Casement is on the right

NORTH END BRANCH

THE ANNUAL Christmas bazaar, which was held in the Fisher Hall, Whale Island, on Tuesday, December 3 provided a very enjoyable afternoon and proved a record success financially. We were delighted to have Lady Grantham with us for the afternoon. She was welcomed by our chairman, Mrs. Casement, and after she had declared the bazaar open she was presented with a Christmas floral arrangement by Miss Lynne Uden. We were very pleased to see the chairman and some members from the Southsea, Vernon and Havant branches, also three members of the Rogate Women's Institute, and especially pleased that Mrs. Begg was able to come as she was our chairman in 1952.

Christmas Greenery

Fisher Hall looked very Christmassy decorated with trellis work and Christmas greenery and balloons and the glitter from the large stall of ready-made Christmas decorations, which sold well.

The other stalls, which were well laden, were arranged in a rectangle in the centre of the hall and consisted of gifts, groceries, cakes and bric-à-brac, and attached to which was a hat bar

which provided many bargains and much fun.

Also popular was the bottle tombola run by Cdr. P. R. C. Higham, R.N., and the Rev. Brierley, R.N., and the rolling pennies run by Mrs. Davidson. You could also have your fortune told by Mrs. Hastie. During tea a small orchestra provided by the band of H.M.S. Excellent rendered a very enjoyable programme of popular tunes until it was time to draw the raffles, which Lady Grantham kindly did for us. The lucky winners were: uncooked dinner on tray, Mrs. Brown; Christmas cake, Mrs. West; basket of fruit, Mrs. Masters; handbag, Mrs. Lee; sherry set, Mrs. Vass. Guessing the name of the doll was won by Mrs. Fayers.

Outing

On Tuesday, December 10, 41 members set out by coach to London for Christmas shopping, after which we all forgathered at the Victoria Palace and saw the Crazy Gang show, and before leaving London we were driven up Regent Street and Oxford Street to see the decorations—a most enjoyable, if somewhat exhausting, day. The trip was once again very ably organised by Mrs. Tearreau, to whom our thanks are due.

SOUTHSEA

THE ANNUAL Christmas party was held in the theatre at R.N. Barracks on December 9. The Chief P.O.s. had kindly left up the decorations from their dance the previous week, and the scene was very gay and attractive.

The afternoon began with carols led by Mrs. Bruce-Walker on the piano; we then had a short play, "Cove Cottage," presented by the East Cosham (Afternoon) Townswomen's Guild. This had an amusing story about two elderly ladies who in the guise of professional knitters, were in reality organising brandy smuggling across the Channel. We were much indebted to Mrs. Horsfield for making the arrangements, and to the rest of the cast for their excellent performance.

Once again a delicious tea was provided by the tea committee and their helpers.

Mrs. Talbot, on behalf of the branch, said good-bye to C.P.O. Thompson, the commodore's coxswain, and thanked him for all the help which he has always so cheerfully given to the branch at our meetings for the past three years.

The raffles were won by: Mrs. Garland, the Christmas cake; Mrs. Prescott, a bottle of port; Mrs. Joyce, a box of crackers; Mrs. Stamp, a box of chocolates; Mrs. Hill, a box of biscuits; Mrs. Mellor, a box of biscuits.

The next meeting will be in the conference hall, R.N. Barracks, on Monday, January 13, at 2.15, when Mr. Sturgess is once again coming to give us a "Naval Talk."

Sale Time

THE DELIGHTFUL party dress illustrated below is from Berketex Continentals. It really is the latest line for short evening dresses. The skirt is padded at the back and the hemline caught under to give the "harem look." The price will be a pleasant surprise—



it is only 11½ gns., and will be available from most of your leading gown shops.

Talking of dresses, the January sales are now well under way and in many large stores throughout the country, bargains are to be found. In most cases, however, one has to be near the front of the queue to get the best. Even if you cannot be at the head of the queue don't despair. It has been quite a few years since such a great variety of ladies' wear has been available at such greatly reduced prices. There is usually something for everybody even if the first choice has been taken up by someone who has had strength to get to the head of the line.

Out of Uniform

A full-length evening dress in Grafton's painted cotton, adapted from a cocktail dress pattern, using nine yards of material. Approximate over-all cost, 5 gns.

Third Officer S. Harris, W.R.N.S., H.M.S. Victory.



HAVANT

AT THE November meeting of the Havant Branch, Mrs. P. J. Hardie took the chair for the first time. She said what pleasure this gave her and expressed a hope that the successes of the past year would be doubled.

Unfortunately, the film show which was to have been given by the South-down Bus Company, "Britain on Wheels," could not take place owing to the breakdown of the projector. This, however, did not prevent the members from enjoying a chat and a cup of tea. Bouts of Asian 'flu had kept many members away from recent meetings and consequently there was plenty to talk about. Mrs. Jones and helpers served the tea and the South-down Bus Company promised to send another film in the near future.

The raffle of two lovely cushions, given by Mrs. Wichens, was won by the hon. treasurer, Mrs. Whitenstall.

H.M.S. VERNON

THE H.M.S. VERNON branch held their annual children's party in the cinema, H.M.S. Vernon, on Wednesday, December 4.

This had been gaily decorated and the tea-tables looked most inviting. About 40 children attended including 10 guests from Services House. On arrival the children were given paper hats and, between playing organised games, amused themselves with swings and see-saws which had been erected.

During the afternoon raffle tickets were sold by Mrs. Brewer for a Christmas cake which had been very kindly given by Mrs. Blundell. This was won by Mrs. Finn.

After the very enjoyable tea, which had been prepared and served by the tea committee, a programme of films was shown by Mr. Coombes, the Vernon projectionist. These were followed by a visit from Father Christmas with presents and balloons for the children.

Our thanks are due to the Rev. C. Prior, C.P.O. Vass (Father Christmas) and Mr. Coombes, for their help in making the party so successful.

Future Events

The first meeting in 1958 will be the beetle drive on January 15. The meeting on February 5 will be a social afternoon at which one of the members of the Theatre Royal Company is coming to talk to us.

A sewing meeting will be held on January 29.

Will any members who have not received their new programme cards please inform Mrs. Brooks, the honorary secretary.

Home Fleet to Visit West Indies

IT IS intended that ships of the Home Fleet and units of the Atlantic Fleet of the Royal Canadian Navy shall take part in joint exercises in the Western Atlantic early this year.

The exercises will be part of the Home Fleet's spring cruise programme, and while ships are in the Western Atlantic they will visit the West Indies.

Sailing from the United Kingdom in January, units of the Fleet will carry out individual visits to the following British territories: Bermuda, Jamaica, Barbados, Leeward Islands, Windward Islands, Trinidad and Tobago, The Bahamas, British Honduras, British Guiana.

Home Fleet ships taking part in this cruise and exercises will include:

H.M.S. Maidstone, depot ship, wearing the flag of the Commander-in-Chief, Admiral Sir William Davis, K.C.B., D.S.O.*

H.M.S. Bulwark, aircraft carrier.

H.M.S. Ceylon, cruiser, wearing the flag of the Flag Officer Flotillas, Rear-Admiral J. D. Luce, C.B., D.S.O.*, O.B.E.

H.M.S. Bermuda, cruiser.

H.M.S. Daring, 2nd Destroyer Sqdn.

H.M.S. Delight, do. do.

H.M.S. Dainty, do. do.

H.M.S. Defender, do. do.

H.M.S. Camperdown, 3rd Destroyer Sqdn.

H.M.S. Barfleur, do. do.

H.M.S. Turpin, 2nd Submarine Sqdn.

H.M.S. Tiptoe, submarine.

Together with H.M.S. Ulster and H.M.S. Troubridge, frigates of the West Indies Squadron, and Royal Fleet Auxiliaries.

Her Majesty's ships will then be withdrawn to the Home Ports at the end of March and early April.

H.M.S. Mercury



A W.R.N.S. Motor Transport Driver at H.M. Signal School, near Petersfield

ATTENTION! ALL R.N. MARRIED MEN!

Reserve your accommodation for
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MARRIED QUARTERS

ALTHOUGH ADMIRALTY Fleet Orders and local memoranda contain full information regarding married quarters and furnished hirings, it is obvious from the numbers of enquiries received by NAVY NEWS that the information contained in the Fleet Orders, etc., is not as widely known as it should be.

It is also obvious that full use is not made of the divisional officer and captain's secretary, and many people who ought to know better, leave applications until the last moment.

Reference is made in the following paragraphs to "Command married quarters officers." Where authorities or establishments have their own married quarters, reference should be made to the appropriate married quarters officer. For instance, the Home Air Command, H.M.S. Diligence, H.M.S. Mercury, and H.M.S. Dryad, in the Portsmouth Command, have their own married quarters, and officers and ratings serving in these establishments are dealt with by the appropriate married quarters officer.

Where to Apply

The first essential in obtaining either a married quarter or hired furnished married quarter, is to apply through one's divisional officer for one's name to be included on the married quarters roster. The applicant must be serving in a ship permanently at the home port, or in an establishment in the home port area, or in a ship based in a home port which is doing the home leg of a general service commission. If the probable duration in the particular job is less than six months, then there is no possibility of obtaining either a married quarter or a hired furnished married quarter.

If, however, the probable duration is six months or more, then the applicant's name is placed on the married quarters roster.

As soon as the applicant's name is on the roster, he may take steps to find accommodation suitable to be hired by the Admiralty, if he does not wish to wait until his name comes to the top of the roster to qualify for a permanent married quarter. It is emphasised that any accommodation proposed must not already be an

Admiralty furnished hiring. Although it is not their job to do so, the command married quarters officers may be able to assist in giving names and addresses of people willing to let their property under the Admiralty hiring scheme. The shore accommodation officers and the editor of this paper may also be able to assist.

Vetting

All hired furnished married quarters must be "vetted" by the local surveyor of lands, who will take into consideration the rent required, and that the accommodation offered compares, broadly speaking, with that for which the officers and ratings would be eligible under the married quarters scales.

No hired furnished married quarter is acceptable if it is more than 15 miles from the establishment of which the intended occupant is serving.

The other most important requirement is that the intended hiring shall be entirely self-contained.

Having agreed with the landlord, the applicant should notify his divisional officer, who will inform the married quarters officer. The latter applies to the Naval drafting authority for an assurance that the applicant has an expectancy of at least six months' service in the area from the date of occupation. This procedure is necessary whether the rating is asking for a furnished hiring or for a permanent married quarters. If the assurance is given, the surveyor of lands is asked to inspect the property proposed and to take appropriate action if it is suitable. On receipt of notification from the surveyor of lands that the property has been hired, it will be treated as an official married quarter.

Admiralty will pay the appropriate rent to the landlord, and the officer or rating will have the same amount deducted from his pay as if he had been allocated a permanent married quarter.

It is hoped that these few remarks will be of assistance to officers and ratings requiring married accommodation, but it cannot be too strongly emphasised that facilities within ships and establishments, e.g., divisional officers and captain's secretary, should be used to the full.

Cold Weather Warfare Training for Royal Marines

ROYAL MARINES undertaking cold weather warfare training in the Cairngorms, Inverness-shire this winter will be using the new Norwegian Army skis for the first time.

In the course, when novices are taught the rudiments of living, moving and fighting in the snow and sub zero temperatures, the Royal Marines have discontinued the downhill type of skiing familiar to British winter sports enthusiasts in Switzerland in favour of the Norwegian cross-country technique.

In charge of the course is Capt. M. J. Baizley, Royal Marines, who recently completed a year in H.M.S. Protector in the Antarctic. Three of the corporal instructors were also in the Protector and spent many weeks ashore living and training in low temperatures.

Elsewhere this winter, other officers and men of the Corps will continue developing the techniques needed in a type of warfare in which men must be able to withstand bitter, icy winds and the threats of frost-bite and snow blindness, remaining at the same time fit and alert for instant action.

Foreign Training

A detachment of Royal Marines is provided for H.M.S. Protector during its annual tour of duty during the Antarctic summer in the dependencies of the Falkland Islands. Specially trained and equipped, this detachment provides valuable information and first-hand experience.

Advanced students from the Cairngorms course will be training for three weeks in the highest and coldest mountains in Norway, while others have been selected for work with the Canadian Army at Fort Churchill.

In the Himalayas, Capt. Michael Banks, Royal Marines, will be leading a team of officers drawn from the three fighting services and from Pakistan, in the spring, against one of the highest unclimbed peaks, Capt. Banks was a member of the British North Greenland Expedition of 1952/54 and the British-American Kakoram Expedition in the Himalayas during 1956.

ROYAL NAVY'S OLDEST LOWER-DECK ASSOCIATION

IN THE November issue of NAVY NEWS it was claimed by the Royal Naval Writers' Benevolent Association that it was the Royal Navy's oldest Lower Deck Association. This title, however, belongs to the Royal Naval Engineers' Benevolent Society.

The R.N.E.B.S. was founded in 1872, four years after E.R.As. were first entered in the Royal Navy, some 15 years before the foundation of the Writers' Association, and has continued to function without a break since that time. Its objectives include the following: To provide invaliding, retirement and death benefits on conditions unobtainable elsewhere (a very welcome thing in those far-off days when the Service did very little in this respect); To stimulate ideals of loyalty, comradeship and mutual service by offering opportunity for their practical expression; To influence the initiation and development of wider opportunities for Apprentices, E.R.As. and those promoted therefrom, both within the Service and in civilian life after retirement from the Royal Navy; To help members to improve and broaden their technical and general knowledge, thereby becoming better fitted for advancement opportunities; To serve in the widest possible manner the social and welfare needs of its members.

The Society publishes its own magazine, "The Naval Engineering Review," which was founded as a quarterly in 1904 and is now produced half-yearly. It contains items of technical interest to members, enabling them to keep abreast of engineering development in the Service as well as in civilian life.

When the Royal Naval Benevolent Trust was instituted, exactly 50 years after the birth of the Society, our members took an active part in the work of the new organisation. They have continued this support and have provided the "Trust" with some of its most able officials.

The Society has also assisted in the formation of Social and Residential Clubs at Malta, Portsmouth and Plymouth.

Sea Cadets Save Fifty Lives

SO FAR this year Sea Cadets in this country have saved 50 lives, most of them from drowning. This magnificent record of courageous service was announced by Lieut.-Cdr. A. R. C. Rowe, deputy secretary of the Navy League, when he presented bravery awards to two Cadets at Chippenham.

One of the main tasks of the Corps, he said, was not to train sailors but to make better citizens. That was the type of boy which Chippenham and other units were producing.

The fact that so many Sea Cadets were on the spot and able to help when lives were in peril is no coincidence. Wherever there is a stretch of water Sea Cadets will naturally gravitate towards it, and their training teaches them to be quick to think and to act.

GOOD NEWS FOR SEA CADETS

THREE ITEMS of good news come for Sea Cadets. First and foremost, 35 new glass fibre dinghies are to be supplied to the Corps by the end of next March. Known officially as the Admiralty Sea Cadet, the dinghy can be used for both sailing and pulling. The craft has been specially designed to give Sea Cadets practical work afloat and successful trials have been held recently near Cowes.

Second item is an offer by the Navy League to assist units to buy sports and recreational clothing and equipment. Through the Sea Cadet Sports Council, they will meet 25 per cent of the price up to a maximum of £10 in any one financial year. As there are nearly 400 units eligible for the subsidy the cost will be considerable.

Thirdly, a scheme is being drafted for Sea Cadets from units in the North Western Area to attend training camps in the Isle of Man during the months of July and August. The scheme, initiated by Deemster S. J. Kneale, chairman of the island's Sea Cadet Corps, has been approved by the Peel Town Commissioners. The visiting Cadets will be accommodated free of cost in the old police station at Peel and alterations will be made there to permit sleeping in hammocks.

ROYAL NAVAL ELECTRICIANS' ASSOCIATION

THE ASSOCIATION was formed in 1936 as the Torpedo Gunners Mates Association in H.M.S. Vernon where the head office was registered and in operation throughout the war. In 1946 the name of the association was changed to the Royal Naval Electricians' Association and the office transferred to H.M.S. Collingwood.

It was formed to promote friendly co-operation between its members, social understanding and fraternal fellowship between this and other Service associations also to help members with post-service employment problems.

During the war 118 members were lost in action, 169 were promoted to branch rank and became honorary members of the association.

Major social engagements this year have been a reunion held in London and the annual dinner and dance held in Portsmouth.

The reunion—reported in NAVY NEWS for September—was a first-class success as is evident from the letters received afterwards from members expressing their pleasure at meeting old friends and hoping the association will organise a similar function yearly.

The annual dinner and dance held at Portsmouth was also an event which gave considerable pleasure. It celebrated the "coming of age" of the association.

During the past 12 months the association has been pleased to welcome over 120 new members and a welcome is extended to all wishing to attend the meetings to see what the association is doing for the electrical branch. The association is open to all electricians and mechanics of the "L," "R" and "Air" branches. The entrance fee is 2s. 6d. and the monthly subscription is 1s. The meeting place is the Morning Star, Gresham Street, Portsmouth and a general meeting is held every fourth Tuesday.

Have YOU a personal problem . . ?

ASK JOHN ENGLISH

CONTRACTS

AFTER COMPLETING nine years in the Royal Navy I am still puzzled by one thing. Why is it that a boy can sign a legal contract at the age of 15 years. Is the contract really legal, as I have always understood that no one is allowed to sign legal documents under the age of 21?

While the power of infants (i.e., people of either sex under the age of 21 years) to enter into contracts is severely limited, among one of the exceptions to such limitations is their ability to enter into contracts which are of benefit to them. It is generally accepted that training in the Royal Navy and the experience gained is a valuable form of education which will stand a boy in good stead in future years, and entering into a contract to serve in the Navy is therefore considered to be one of benefit to him.

PENSION AND GRATUITIES

I was invalided from the Service after completing 14 years. My rating

on discharge was petty officer engineering mechanic, and my service was broken from 1942 until 1946 and from 1948 to the present time. Can you please tell me whether I am entitled to a Service pension, and what gratuities I shall receive? My final date is November 29, 1957.

On being invalided I estimate, from details you have given me, that you will qualify for a reduced terminal grant of £143 3s. 7d., i.e., 14/22 of £225 for 14 years reckonable service, assuming in your last five years you have held the rating of petty officer for at least two. In addition you will qualify for the special gratuity of £250 payable to those invalided during the run down period.

You will also probably qualify for a reduced Service pension, but without full details of your service I am unable to work out the amount of such pension.

I suggest you write to the Director of Navy Accounts, Harrow, Middlesex, for definite information.

ADMIRALTY FLEET ORDERS OF INTEREST

Advancement to Artificer Second and First Class

A.F.O. 2932/57 gives new service qualifications for advancement to Artificer Second and First Class as from January 1, 1958. These are: For advancement to Second Class—Engine Room Artificers—5 years service as E.R.A. 3rd Class. All other Artificers—4 years service as an Artificer, 3rd Class. For advancement to First Class—All Artificers—5 years service as Artificer, 2nd Class.

Discharge by Purchase

A.F.O. 2939/57 explains the current position regarding applications for discharge by purchase. The rate of ordinary applications well exceeds the numbers that can be approved within a reasonable period. When applications are approved, the actual date of discharge of successful applicants must be governed by Service requirements and normal drafting, so that in most cases it will be dependent on the applicant's relief in normal course.

The names of successful applicants covering the period July to September, 1957, are listed in Admiralty Fleet Order 2940/57.

A re-examination of the present scheme of discharge by purchase is being made by the Admiralty and the resulting decisions may affect the present eligibility rule and the system of quarterly Admiralty review.

Royal Tournament 1958—Field Gun Competition

A.F.O. 3003/57 gives details of the Royal Navy Field Gun Competition which forms part of the Royal Tournament, 1958. This will be held at Earls Court from June 4 to 21. Selection of volunteers starts immediately, but organised training may not start until February 1, 1958.

Life Assurance for the Lower Deck

A.F.O. 3123/57 reiterates the fact that Naval ratings, Royal Marines other ranks and W.R.N.S. ratings should be encouraged to take up Life Assurance as a prudent means of saving for the future.

Arrangements exist with the Life Offices shown in the Appendix to the Admiralty Fleet Order, and all these offices are equally to be recommended. Payment of premiums in all cases will be arranged under the Naval Allotment system on a calendar month basis.

The R.N. Stores Branch Annual Reunion Dinner and Dance will be held on January 28, 1958, at Kimbells, Osborne Road, Southsea. Admission by ticket only.

Prices: Dinner and dance tickets: All Officers, Chief Petty Officers, Petty Officers and all guests, 12s. 6d. each. All L.S.As. and S.As., 9s. 6d. each. Dance Tickets: Double, 6s.; single, 3s. 6d.

Applications for tickets should be made to The Gen. Sec. Mr. C. C. Hellins, 87 Magdalen Road, North End, Portsmouth.

Film Notes ROYAL NAVAL FILM CORPORATION

THE FOLLOWING films are being currently released for the Fleet:

Three Brave Men (Twentieth Century-Fox Film Co.).

Teenage Rebel (Twentieth Century-Fox Film Co.).

Manuela (British Lion Films).

Beau James (Paramount Film Service).

Loving You (Paramount Film Service).

Across the Bridge (Rank Film Distributors).



Here's good health . . . stand please everyone and join in with Maureen Swanson, soon to be seen in Pine-wood's "Robbery Under Arms"—a J. Arthur Rank Production



REMEMBER ME ?

JANUARY 1958

What better time to make a resolution to commence a Life, Endowment or Mortgage Protection Policy.

If you are married—security for your family is essential. Whole Life Assurance with its low premiums is what you need.

If you are single—compulsory saving through Endowment Assurance will help to look after you when the zenith of your working life has passed.

If you have a Mortgage on your house—ensure that no further payments are required to be made by your wife in the event of your untimely death—Mortgage Protection Policy premiums are extremely low.

For further advice write, 'phone or call at

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Gosport 88798

TRAMPS ABROAD

George R. Deakins



TWO DAYS to Christmas (and by the time this article is in print, if it is ever produced, it will be 360 days to Christmas, 1958!). Two days to Christmas! I'm broke but happy. My house is festooned with greetings cards, holly, balloons and mistletoe. Presents for the children are colourfully wrapped but refuse to be hidden atop of the wardrobe as the pile becomes mountainous and reaches for the ceiling.

My young son, home on holiday, eyes the pile hopefully, having been assured so many times that the new (costing the earth) bicycle which he had for his birthday two months ago cancels out any more presents for the next 10 years! There's a stick of rock for the budgerigar, a tin of meat for the cat (nicely wrapped, of course, complete with stocking), but now for Torty the tortoise, who sleeps peacefully (apart from the racket set up by

my vintage car each morning) in a box of leaves in the garage.

As I write I wish you all a very happy Christmas, and a very special greeting to the Editor, who will be at his desk as usual trying to sort out such ill-written articles as this is proving to be, for printing at the end of the week. I've just rung his office. The sweet, provocative voice of his secretary answered. It appears that he is out "gunning" for me. This article should have been in days ago. February's issue will also be late, for I have a "draft chit" to the West Country, but if my car splutters and coughs as it did this morning then I had better start pushing it now. February's "Tramps Abroad" should be very apt.

I am typing this article in the Gunners Office at Whale Island. A very subdued Whale Island, for Christmas leave has already begun. Lecture rooms

In Memoriam

Thomas Arthur George Wilkes, Air Artificer 1st Class, L/FX. 75592, H.M.S. Heron. Died November 23, 1957.

David Bowler, Ordinary Telegraphist, D/J. 942494, H.M.S. Zest. Died December 3, 1957.

Lieut.-Cdr. W. G. Martin, R.N., H.M.S. Sanderling. Died December 4, 1957.

Robert Chisholm, P.O., P/JX. 818171, H.M.S. Armada. Died December 7, 1957.

Lieut. J. S. Nicoll, R.N., H.M.S. Goldcrest. Died December 9, 1957.

Lieut.-Cdr. C. J. May, R.N., H.M.S. Collingwood. Died December 11, 1957.

Lieut. N. J. Lipscombe, R.N., H.M.S. Goldcrest. Died December 12, 1957.

Joseph Sullivan, A.B., C/JX. 890067, H.M.S. Jufair. Died December 17, 1957.

David Hannington, Radio Electrical Artificer (Air), L/FX. 855886, H.M.S. Seahawk. Died December 19, 1957.

Geoffrey Levitt, Naval Air Mech. (EE), L/F. 963793, H.M.S. Blackcap. Died December 23, 1957.

are vacated and locked, the parade ground looks the loneliest stretch of gravel on earth with a host of seagulls washing vigorously in shallow puddles left by the overnight rain.

This office is like ice. Grey ashes are heaped in the cold fireplace and my fingers are numb as I tap out each letter on this antiquated machine. The subject of this article was to have been Dar-es-Salaam, in East Africa! I had so many useful pieces of information written on the back of a Christmas card which I have mislaid, probably hanging in my dining-room somewhere, and I can't remember enough juicy details to shape an intelligent essay. I have only the wonderful memories of a week spent there in 1954 and of the many delightful new friends I made.

I remember the small but perfectly shaped harbour and the narrow entrance through palm-covered shores, and that it is the capital of Tanganyika Territory. . . . That would just about earn me half a mark in a geography examination, plus another half a mark on temperature! Tropical shirt and shorts—lovely! The east coast of Africa has a higher temperature than the west under the same parallels of latitude due to the warm currents setting in from the Indian Ocean—the moisture, too, is higher. Another half a mark, please, for I remember rich tropical bush with mangrove predominant, of banana and coconut trees and the richness of its game—of antelope and elephant, rhino, hippo, buffalo, zebra, lion, leopard, the numerous crocodile in swamp and river, and the teeming bird life by lake and shore. And snakes, too, many venomous. Oh! and another half a mark for exports. . . . Sisal, hemp, coffee and cotton, copra, maize, ivory, beeswax, gums and resins. . . . Not bad. Wish that I could remember "Gunnery" as well! What else? Oh, yes! The daily dosage of malaria pills, for the tsetse fly infest many of the districts.

To cap my essay, if you can call it such, I'll draw you a typical village of the territory. . . . But first to open up my pile of Christmas mail which has just been dumped on to my desk.

Later.—A card here from the Editor. Now I've got to dash out and buy him one!

A HAPPY NEW YEAR TO YOU ALL.

ROYAL NAVAL SHIPWRIGHT ARTIFICERS' ASSOCIATION (Portsmouth)

THE ANNUAL dinner and dance of the Royal Naval Shipwright Artificers' Association was held on December 4 and was evidence of the success of the association during the past three years. Sixty-two members and guests attended the dinner and a further 40 members and their guests joined the diners for a most successful and enjoyable dance afterwards.

Supt. Lieut.-Cdr. G. Sopp, M.B.E., R.N. (Retd.), the president of the association was present but the chairman, Chief Supt. Art. T. Brushwood was unable to be present through illness and the toast to the association was proposed by the secretary, Chief Supt. Art. R. Abrams. The social secretary, Supt. Art. J. Gustar, who was also toastmaster for the dinner, is to be congratulated upon the efforts he and his assistants made and the success they achieved.

Royal Hospital School Holbrook

THE SUMMER term ended with a great influx of visitors on speech day when the prizes were presented by Viscount Hailsham, then Minister of Education. The term had produced its usual medley of work, worship, cricket, swimming, athletics, boating and many other summer activities and Howe House once again retained its position at the head of the King's Banner Competition. Forty-three boys obtained 183 passes at "O" level and seven passes at "A" level in the July General Certificate of Education.

courage in her sad bereavement, is now temporarily teaching her late husband's classes.

Wonderful Achievement

During 1957 over 50 boys have entered the Royal Navy and the Royal Dockyards and there has been 100 per cent. pass of the 18 boys who entered Artificer Apprentice Examinations. J. Hodgson obtained a Cadetship in the Electrical Branch and B. V. B. Smith has recently been awarded a Royal Navy Scholarship



(Photo: East Anglian Daily Times and Associated Papers)

Left to right: Mr. G. Millar (Director of Greenwich Hospital), Mr. T. A. Lumsden (Second Master), Earl of Selkirk (First Lord), Mr. N. A. York (Headmaster), Rear-Admiral R. Ewing (Naval Secretary to First Lord), Rev. L. Griffiths (Chaplain), Mr. K. T. Nash (P.P.S. to First Lord)

The Chaplain of the Fleet preached at the commemoration service and dedicated a fine oak alms dish presented by Mr. T. A. Lumsden, M.B.E., who was retiring from his post of second master after 38 years' service to the school both at Greenwich and Holbrook. The autumn term began with a severe Asian flu epidemic and at one time seven of the eleven school houses were being used as "hospitals" in addition to the infirmary. As the epidemic was declining, one of the masters, Mr. G. Ellwood, developed polio and died ten days later. Mrs. Ellwood, who showed exceptional

in preparation for future entry to Dartmouth.

The War Memorial Fund now stands at £396 and work has been put in hand in preparation for the unveiling of the Memorial on June 15, 1958.

On Sunday, January 5, at 6.30 p.m., a special service for past and present members of the school and their families will be held in St. Anne's Church in H.M. Dockyard, Portsmouth. Admission is by the dockyard main gate and all friends of the school will be welcome.

NOSTALGIA

ISN'T IT amazing how one remembers the happy times one has experienced, and how the more harrowing occasions fade in one's memory? The following is an example of what I mean.

Travelling from Edinburgh to London, I bumped into an old shipmate of mine and an event in the Adriatic in 1943 came back to me. Our ship's main task was to patrol the Dalmatian coast during the nights, to ensure that no German shipping slipped over from Northern Italy with supplies and troops. Our day was spent in harbour, either Bari or Brindisi; and here the lads did well for themselves at the Navy clubs or in the local wine shops. The rate of exchange was then 400 lire to the pound, vino was 2d. a glass and local "champagne," which was delicious, came to 5s.—100 lire.

Incredible Sight

One night we proceeded from Bari, full of shipping just arrived to replenish our Army. We left our petty officer torpedo instructor ashore, as he had to attend the dentist. That night the German aircraft visited Bari in force, and although we were, by that time, well into the middle of the Adriatic, we both saw and heard the explosions as the bombs found their targets—many of them ammunition ships. When we returned to Bari the following morning it was an incredible sight we beheld. Some 22 ships had been sunk and the harbour was littered with debris. A mine-sweeper, just ahead of us, clearing the channel, hit a mine and sank like a stone. After rescue operations, and as we could not enter Bari, we were directed to Brindisi, and our devoted T.I. rejoined us the next day. He heralded his arrival by kissing the deck as he walked on board, staggered forward to the mess and beseeched us to give him a tot immediately.

His story of the previous evening, somewhat incoherent, was that whilst enjoying a glass of wine on the waterfront with some R.A.S.C. men and several local beauties, they were watching across the harbour hundreds of Italian prisoners of war unloading the recently arrived ships; the whole illuminated by dozens of large arc-lamps, which must have outlined the harbour from the air as clearly as if it had been day.

Then it happened! One of the ammunition ships blew up and our shipmate and his companions dived for cover and saw no more; but they heard plenty. Explosion followed explosion, glass flew everywhere, and it seemed hours before the quiet which follows the storm prevailed. In fact, the raid only took about 15 minutes. Anyway, our shipmate vowed over my tot, before consuming it in one gulp, that he would never again set foot on Italian soil. This vow he kept!

Although I had quite forgotten the Bari raid, I have a very vivid recollection of what followed very shortly afterwards, for we went to Alexandria for a short refit and some leave. The ship's company appeared to get themselves billeted all over the Middle East; in places as far apart as Jerusalem, Jeddah, Tel Aviv, Cairo, and some, of course, just stayed ashore in Alexandria.

I was lucky to be one of 12 ratings who stayed at the Pilgrim House Boat which nestled alongside, and belonged to, the Gezira Sports Club in Cairo. Admittedly, the waters around us did not look particularly inviting, but living as we were, in the lap of luxury, who would bother about river water! We gave ourselves up wholly and solely to the task of studying this great city—both by day and by night. The Great Mosque, the Pyramids, the Sphinx, and the Fleishpots of Egypt—ah, but that's another story!

Ex R.N. personnel for the Royal Australian Navy

The Royal Australian Navy is seeking the services of ex Royal Navy ratings who left the service not more than five years ago and those serving personnel whose engagements are shortly due to expire. Serving R.N. ratings cannot be accepted for entry into the R.A.N. until they have been released from the R.N.

The following categories are required:

- Seaman
- Signalman
- Telegraphist
- E.R.A.
- Mechanician
- Engineering Mechanic
- Electrical or Radio Electrical
- Electrical or Ordnance Artificer
- Sick Berth
- Writer
- Stores (S) or (V)
- Steward
- Cook (S)
- Naval Airman (A.H.)/(S.E.)
- Naval Airman Mechanic (A), (E) or (O)
- Aircraft Artificer or Mechanic
- Electrical or Radio Electrical (Air)
- Electrical Artificer (Air)

The Royal Australian Navy offers you a 6-year engagement with good pay and conditions of service. Prospects in the R.A.N. are excellent and in many branches immediate or early advancement to former R.N. rate is possible.

Accepted applicants and their families will be given FREE passages to Australia in the same ship under the Migration Scheme. Families will be accommodated in migrant hostels until they can find permanent homes for themselves.

If you are interested, please write for details enclosing your R.N. Service Certificate to ROYAL AUSTRALIAN Naval LIAISON OFFICER, Australia House, Strand, London, W.C.2

NEPTUNE'S SCRAPBOOK



Admiral Sir William Davis will succeed Admiral Sir John Eccles as Commander-in-Chief, Home Fleet, at Portsmouth on January 6.

Vice-Admiral Sir A. Gordon V. Hubback has been appointed Fourth Sea Lord and Vice-Controller, to take effect in January. He succeeds Vice-Admiral R. D. Watson.

Rear-Admiral Sir St. John R. J. Tyrwhitt, Bart., C.B., D.S.O., D.S.C. and Bar is to be Chief of Staff to the Commander-in-Chief, Allied Forces, Mediterranean, in succession to Vice-Admiral B. I. Robertshaw, C.B., C.B.E., serving in the acting rank of Vice-Admiral, the appointment to take effect in January, 1958.

Vice-Admiral W. K. Edden, C.B., O.B.E., is to be Admiral Commanding Reserves in succession to Vice-Admiral G. Thistleton-Smith, C.B., G.M., to take effect in March, 1958.

Rear-Admiral R. H. Wright, D.S.C. and Bar is to be Flag Officer Flotillas, Home Fleet, in succession to Rear-Admiral J. D. Luce, C.B., D.S.O. and Bar, O.B.E., to take effect in April, 1958.

Capt. R. F. Storrs is to be promoted to Rear-Admiral to date January 7, 1958, and to be Rear-Admiral for Engineering Duties on the staff of the Commander-in-Chief, Plymouth, in succession to Rear-Admiral W. K. Weston, C.B., O.B.E., to take effect in January, 1958.

The appointment of Flag Officer, Home Fleet Training Squadron will lapse on December 16, 1957, when the flag of Vice-Admiral G. B. Sayer, C.B., D.S.C., will be struck and H.M.S. Ocean, the remaining ship of the Squadron, will reduce to reserve. Training tasks at present carried out in H.M.S. Ocean are being transferred to other ships and establishments.

A Porpoise class submarine, H.M.S. Cachalot, was launched at the shipyard of Messrs. Scotts' Shipbuilding and Engineering Co., Ltd., Greenock, on Tuesday, December 10. The Cachalot has a length (extreme) of 295 ft. 3 ins. and beam (breadth extreme) of 26 ft. 6 ins. The hull has been built, and the main machinery manufactured by Scotts' Shipbuilding and Engineering Co., Ltd., and Admiralty standard range diesel-electric engines are installed. The electric propulsion system is by the English Electric Co., Ltd. Mrs. M. D. Wanklyn, widow of Lieut.-Cdr. M. D. Wanklyn, V.C., D.S.O., R.N., performed the naming ceremony. H.M. Submarines Porpoise and Rorqual were launched in 1956, and Grampus and Narwhal earlier this year. The complement is six officers and 65 men.

H.M.S. Ulysses, which left for service in the Mediterranean with the 6th Frigate Squadron in May, returned to her home port of Devonport on December 9. She is commanded by Cdr. K. S. Main, R.N.

The Chairman and Secretary of the Staff Side of the District Whitley Committee of the Torpedo Experimental Establishment at Greenock, accompanied by the chairman and two other members of the staff side of the Admiralty Administrative Whitley Council, called upon Sir John Lang (as chairman of the Admiralty Administrative Whitley Council) on December 13. Their object was to represent the views of the staffs of the establishment about the future of the Torpedo Experimental Establishment. A number of questions were asked, designed to clarify various points which the staff representatives made in the discussion. Sir John Lang promised that a full note of the views of the staffs would be placed before the First Lord.

A pleasing ceremony took place at the Royal Portsmouth Hospital on December 12 when the Flag Officer Royal Yachts, Vice-Admiral Sir Conolly Abel Smith, K.C.V.O., C.B., presented a Christmas cake, baked on board the Royal Yacht Britannia to

the children's ward. It has been the custom for over 30 years for a Christmas cake to be presented to the Royal Portsmouth Hospital by the Royal Yacht. The Admiral was accompanied by C.P.O. Cook H. F. Merrie, of Cosham who was responsible for baking the cake.

H.M.S. Concord (Cdr. J. F. Marryat, R.N.) which returned to Portsmouth after 10 years' continuous service in the Far East is to be scrapped or offered for sale. A notice which read "This desirable Houseboat for Sale" was displayed on board the ship when she entered harbour.

Closing of Humber Division R.N.V.R. It has been decided, regretfully, to reduce the Sea Training Centre at Hull to one devoted solely to training communications personnel.

In the World Epée championships recently held in Paris the British team gained third place, and in doing so beat such strong countries in fencing as France, the U.S.S.R. and Luxembourg. The only British defeats were at the hands of Hungary and Italy (the ultimate winners). Included in the British team were fencers from each Service, the Royal Navy being represented by Lieut.-Commander R. A. St. C. Sproul-Bolton, O.B.E.

THE MODERN PENTATHLON

THE BRITISH team in the World Championships held this year at Stockholm consisted of three Service men, two Army and one Royal Air Force.

Lieut. J. Dougan (H.M.S. Sultan) had trained with them but did not eventually travel with them.

Fortunes of the British competitors fluctuated in the various events, but their most successful one was the swimming in which they were placed fourth, fifth and twenty-first. In their preliminary training in this event before they left for Sweden they were coached by P.O. K. Ogden the Navy swimming coach.

For the first time for many years the Combined Services have selected three Royal Navy players for the Combined Services XI v. The East at Colchester, January 11.

Cdr. J. D. Repard, D.S.C., N.I.D. London, the Royal Navy Hockey XI captain, left back.

Lieut. E. M. Sproston, of H.M.S. Chequers, goal.

E.M. C. P. Wellington, R.N.A.S. Lissiemouth.

This rating has played exceptionally well as a left wing in a number of representative matches this season, i.e., for Air Command v. Portsmouth; for Air and Portsmouth v. Royal Artillery; for Royal Navy v. Syphons; for Royal Navy v. Old Kingstonsians. To have achieved this in one season Wellington is exceptional and it is hoped that he continues to make himself felt in these circles.

In a Goon show, "The Case of the Stolen Battleship," broadcast recently, the ship named was H.M.S. Boxer.

After hearing the broadcast the Chief of Naval Information sent a photograph of H.M.S. Boxer to the script writer, Spike Milligan, with his compliments.

He received the following reply:

"It was indeed a most pleasant surprise to receive a picture of H.M.S. Boxer.

"I am not a Naval man and therefore am not eligible for British citizenship, but the Boxer holds dear memories for me while I was on it. The moment they disembarked me at Salerno (which they well did), I wanted to be back on the Boxer again. I have already put in a tender to the Admiralty for the bell of H.M.S. Boxer when she is due for retirement. If you love me as much as I love you, you will bear this in mind when the bell comes up for auction.

"In fact, my classic remark on landing at Salerno beaches (whilst under heavy enemy fire) was 'Taxi!' and is still quoted among gentlemen of Green Beach, many of whom are still almost in their right mind.

"I notice that Montgomery is retiring. Well, it will be me next.

SPIKE MILLIGAN."

★ Book Reviews ★

Jane's All the World's Aircraft, 1957-58. Compiled and edited by Leonard Bridgman. (Sampson Low, Marston & Co. Ltd.; £5 5s.)

JANE'S ALL the World's Aircraft, recently published, reviews once again the aviation activities of the world in its customary comprehensive manner. The new edition has been completely revised and includes some 590 new illustrations.

Although the United Kingdom's White Paper on Defence announced the most revolutionary change in defence policy, it will be some years before the policy can be fully implemented, and in the meantime Jane's shows, with admirable clarity, details of Air Forces and Air Lines throughout the world.

Guided Missiles

The Guided Missiles section has no mention of Russian weapons, and this, of course, is not surprising in view of the usual Russian reticence on such matters! It is interesting to recall the report, in this connection, that the Soviet Union had organised a new Rocket Force on a basis of equality with the armed forces. Apparently dismissed as unlikely by the West, reports of the successful firings of inter-continental ballistic missiles and the launching of the two satellites make it certain that immense sums of money and considerable manpower have been used, and prove that Russia is in advance of the West in the means of projecting very weighty objects into space.

The products of 33 countries are dealt with in the aeroplane section, which contains over 760 illustrations, of which 434 are new.

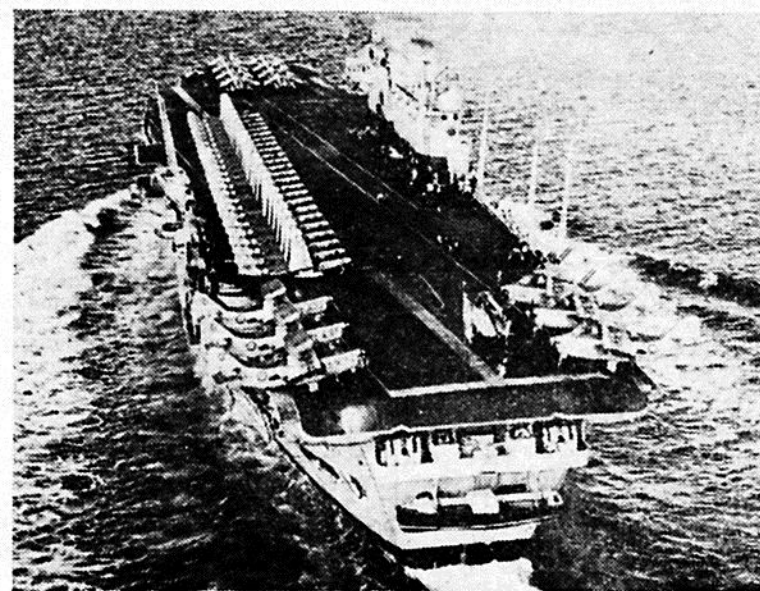
Russian Section

The Russian section does not contain much new military information, but reference is made to the TU 104 and TU 110 pure jet air-liners and the TU 114 turbo-prop air liner, claimed to have a capacity for 180 passengers.

The aero-engine section contains nearly 100 pages of bewildering complexity to the uninitiated. Two-thirds of this section are devoted to gas turbine power plants and rocket motors.

This latest edition is as outstanding in its production as the previous ones. It is a fascinating volume, indispensable to the keen student of aeronautics and equally fascinating to those to whom the conquest of the air is still a master of wonderment.

H. R. B.



Britain's huge Ark Royal will appear a midget alongside the projected U.S. Navy carriers

Jane's Fighting Ships, 1957-58. Compiled and edited by R. V. B. Blackman, A.M.I.N.A., A.L.Mar.E. (Sampson Low, Marston & Co. Ltd.; £5 5s.)

"THE STANDARD work of reference on the navies of the world" is the claim on the dust cover of this latest edition of Jane's Fighting Ships. Superlatively produced, lavishly illustrated (there are over 800 new illustrations) and with a wealth of detail which makes Jane's so fascinating, the claim is indeed modest.

This latest edition marks the diamond jubilee of Jane's and Admiral of the Fleet the Earl Mountbatten, the First Sea Lord, has contributed an introduction in which he says "it is particularly fitting that this sixtieth occasion should coincide with the announcement of the new Dreadnought, our first nuclear-powered submarine."

In his foreword the Editor remarks that the most significant change since the 50th edition has been the emergence of Russia as a sea power second only to the United States and he calls attention to the marked difference in the character of the two countries' navies. Whilst Russia is building up a powerful force of modern cruisers and destroyers and the largest submarine fleet the world has ever seen, the United States, and to a lesser extent Great Britain, are building car-

riers and only a small number of cruisers and smaller vessels.

It would seem that the Russians envisage the submarine as the capital ship of the future, and if the current report that the Soviet Union is designing atomic-powered submarines capable of firing intermediate range ballistic rockets with a radius of over 1,500 miles, the missiles being 70 feet long and weighing over 50 tons, then certainly their potential is enormous.

The United States has, of course, several nuclear-powered submarines actually in commission and others carrying guided missiles, and Great Britain has just completed another new high-speed submarine. It is believed that Britain's Explorer is the fastest submarine in the world.

In contrast to the Russians who, so far as can be ascertained are not building aircraft carriers, the United States proposes to build six more giant carriers, bigger even than the Forrestal class of 60,000 tons. These new ones will be 85,000 tons displacement, nuclear propelled and will carry guided missiles. The cost of each of the leviathans is estimated at over £112,000,000.

In order to give greater flexibility of arrangement of the subject matter and a wider variety of illustrations the shape of Jane's has been changed from horizontal to vertical, and, as the Editor says, "This 'new look' matches the 'new look' in navies."

H. R. B.

How can I save?

Of course I try to. But my pay's not enough to save anything

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval Allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65.

WRITE TO



Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask for details of the Progressive Savings Scheme.

246 BISHOPSGATE
LONDON, E.C.2

—Send this coupon—

Please send full details of the Progressive Savings Scheme

Name

Address

Rating or Rank..... Age next birthday.....

H.M.S. Thorough Returns Home

AT 1400 ON Monday, December 16, a cold and clear afternoon, H.M.S. Thorough arrived alongside Fort Blockhouse after an absence overseas for more than eight years. Her weatherbeaten appearance bore evidence of the mountainous seas she had encountered in the Atlantic during the last days of her voyage—a voyage which had started over two months previously on the morning of October 8, at Sydney, Australia.

Her send-off was of the order that is accorded to few ships, but it was evident that the Royal Australian Navy and the Royal Australian Air Force spared no efforts to show their appreciation of the work that H.M.S. Thorough had done for them. That night this farewell was televised throughout Australia.

Many submarines have been to Australia and back to the United Kingdom, but their route has been a well worn one via Suez or the Cape. Thorough's would be different for she was heading for Panama.

Fiji

Six days after leaving Sydney, Thorough's first stop was at Suva in the Fiji islands. For the brief 47 hours visit a full programme had been arranged. Whilst calling on Colonel Rogers, at Queen Elizabeth Barracks, the commanding officer (Lieut.-Cmdr. R. C. H. Mason) was invited to drink a bowl of kava. This drink is prepared from a pepper root which is chewed by a team of young ladies with strong jaws until it is well pulped. Mixed with a good deal of saliva it is spat into a common receptacle diluted with fresh water and stirred by the chief's daughter. When the consistency is to her satisfaction she presents a half coconut shell to the guest-of-honour.

of a kava ceremony is formal and complicated, but each guest is allocated a professional orator who replies on his behalf to the toasts.

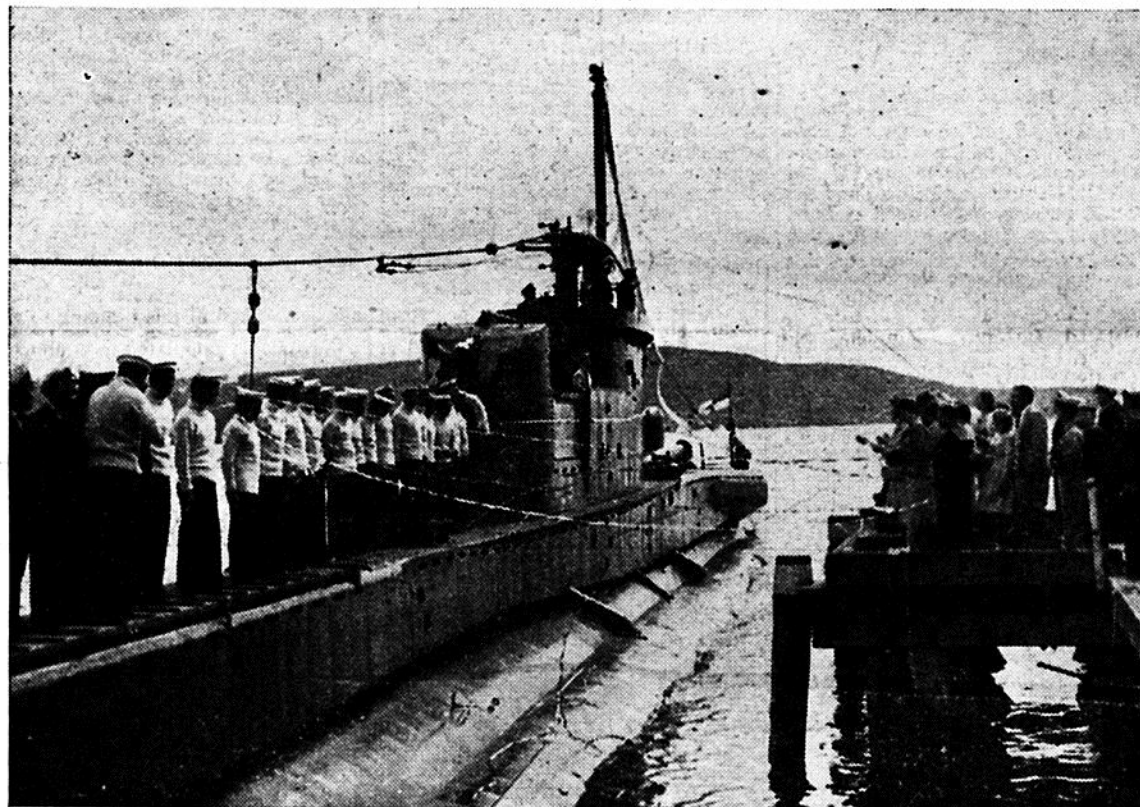
A dance, concert, bus trips and a soccer match were organised for the ship's company. The generosity and hospitality of the Fijian regiment were never to be forgotten.

Tahiti

Sailing from Fiji on October 16, Thorough crossed the 180th Meridian 24 hours later. Whilst on passage to Tahiti a vigorous hunt was pursued for rhinoceros beetle. This insect does great damage to coconut plantations, and the French authorities are unwilling to allow any ships at Tahiti which have come from the Fijian or Samoan group of islands. The "Battle of the Beetle" was fought by signal between Papeete, Paris, London and Thorough. Complete victory was won by Her Britannic Majesty's consul at Papeete, who was made aware that Thorough carried as cargo, not only mail, but two dozen bottles of whisky for him personally. Therefore on Tuesday, October 22, Thorough passed through the narrow passage in the coral reef which surrounded Tahiti and secured alongside the main wharf at Papeete. The submarine was boarded by Her Majesty's consul, the



Arrival at Papeete, Tahiti, October 22, 1957



Departure from Balmoral Jetty, Sydney, October 8, 1957

On this occasion the honours were performed by a very fine-looking Fijian soldier. The drink looks, and tastes, like liquid soap. The etiquette

senior French Naval officer, and the French officer of the guard. These persons were followed by a young Tahitian girl of extraordinary beauty,

who, having presented all the officers with leis of hibiscus flowers, welcomed them to the island most warmly.

The reception given to H.M.S. Thorough at Tahiti exceeded the bounds of imagination. A detailed account of this visit is a story in itself, and regrettably space does not permit. But all that one has ever dreamed of the South Sea islands is true. Thorough reports "The carefree atmosphere of the Tahitians, the charm of the French, the perfection of the climate, the excellence of the local beer, and above all the fascination of the vahines (native girls) make the island a sailor's paradise." In spite of this Thorough's football team played two matches, regrettably but diplomatically losing both. At a cocktail party held onboard the most glamorous, even against fierce local competition, guest was the famous French film star Martine Carol.

After five days in this fascinating place, Thorough set out to sea once again and settled down to the non-stop 4,000 mile voyage to Balboa. The monotony of sailing the same course at the same speed was broken by varying the watches and the working routines. In addition there were film shows and competitions.

On November 10, Culpeper Island, the northernmost of the Galapagos group, was closed to two cables. This isolated and uninhabited island is an ideal bird sanctuary. But of the tortoises and iguanas for which this group of islands is famous nothing was seen.

Panama

Thorough reached the Pacific end of the Panama Canal 36 hours ahead of schedule and permission was obtained, in fact preferential treatment was given, to enable her to start her transit within one hour of arrival. The first British submarine to register minus 85 feet on her depth gauges, she passed through the Cristobal breakwater nine hours and twenty minutes later, and so entered the Caribbean.

On November 17, Thorough secured alongside at Kingston, Jamaica. Although this visit was mainly designed to effect maintenance and repairs, a full social round had been organised. A visit of particular interest was paid to Port Royal which in the 17th century was known as the wealthiest city in the world. From there sailed the buccaneers to raid the Spanish galleons. Under the leadership of Captain Henry Morgan, the "Brethren of the Coast" accumulated a vast store of treasure. Two-thirds of the town and all its wealth disappeared beneath the waves during the 1692 earthquake.

The commanding officer had the pleasure of staying with the acting governor at Vale Royal, the official residence of the chief secretary. His bedroom was the same as used by Lord Nelson in 1797.

American Hospitality

Sailing on November 22, passage was made along the north coast of Cuba to arrive at Key West three

days later. Host ships were U.S.S. Corporal and U.S.S. Quillback, both recent visitors to the United Kingdom. They were full of praise for the hospitality received from the Royal Navy, and they were determined to reciprocate to the full. Only those who have experienced the immensely generous hospitality of our allies in America can appreciate the wonderful visit made by Thorough. A visit to Ponta Delgada was cancelled and the sailing delayed 24 hours in order to spend Thanksgiving Day at Key West. Apart from the duty watch every member of the ship's company spent Thanksgiving Day with a family to ensure they got a break from the ships of either navy.

Finally the last lap was started on November 29; the long uncomfortable reach through an angry December North Atlantic, but to end in her safe arrival at the "home" of all submarines, H.M.S. Dolphin.

H.M.S. Thorough is the only ship of the Royal Navy to have been so called, but there is no doubt she has been worthy of her name.

LAUNCHING OF THE FIRST OF A NEW CLASS OF FAST PATROL BOATS

H.M.S. BRAVE BORDERER, the first of the new Brave Class Fast Patrol Boats (Medium) is to be launched by Lady Grantham, wife of Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O., Commander-in-Chief, Portsmouth, on 7th January, 1958, at the Porchester, Hants, Yard of Messrs. Vosper Ltd., who constructed and fitted her out.

The length of the new boat is 98 ft. 10 in. (extreme) and 90 ft. between perpendiculars. The beam is 25 ft. 5½ in.

The craft is powered with Proteus gas turbines, as used in the "Britannia" aircraft, but adapted for the Royal Navy by Messrs. Bristol Aero Engines Ltd., Filton, in association with Messrs. W. H. Allen, Bedford, who supply the primary reduction gears and the reverse reduction gear-boxes.

The armament of the Brave Class functioning as a motor gun boat will consist of one 3.3 in. calibre turret mounted gun specially developed for this craft and fitted with a stabilisation system capable of dealing with the severe motion experienced in this type of high-speed craft. This equipment has recently been demonstrated both ashore and afloat to representatives of N.A.T.O. Powers. There will also be one 40 mm. single-barrelled mounting (Bofors) and two 21 in. torpedoes. Where these craft operate in the motor torpedo boat role, the armament will be four 21 in. torpedoes and one 40 mm. Bofors.

The complement will be three officers and 17 ratings, with the addition of two ratings for the senior officer's ship of a Squadron.

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R.N.A.S. FORD—NEW CANTEEN

ON DECEMBER 1, 1957, daily orders at Ford bore an obituary notice, it read:

"On November 30 — Shedfield Henry, pedigree large white boar, father of 965 pigs, passed peacefully away in his sleep. Mourned by his twenty-five wives and surviving children—and surely by us all."

It may seem a far cry from the death of a large boar to the opening of a new canteen, but there is a connection for if Henry had not been so industrious it is more than probable there would have been no canteen. The idea of replacing the existing junior rating canteen at Ford was born in the mind of Capt. (now Rear-Admiral) H. C. N. Rolfe in November, 1956, when the chief petty officers and petty officers moved to their fine new messes. The wooden-hutted buildings which they had vacated seemed to offer themselves ideally for conversion to a new canteen. Anyone who has seen the long, barnlike building which served for so many years as canteen, bar, restaurant, billiards and TV room will readily appreciate the captain's earnest wish to get something better. True, a blue print exists for building wonderful new accommodation here, including canteens, cinema, gymnasium, and so on, but as the annual estimates come and go, the improved conditions seem to the present inhabitants to be little more than pipe dreams. We wanted, no, needed, something here and quickly.

Favoured Visit

Various proposals were made through official channels but, for one reason or another, were turned down and, without funds, the prospect seemed pretty bleak. In June, however, we were favoured with a visit from the First Lord of the Admiralty, the Rt. Hon. the Viscount Selkirk. After touring the establishment and seeing the palatial new messes occupied by the chief and petty officers, he asked what we were doing with the old buildings. Opportunity was knocking and the present commanding officer, Capt. A. H. Abrams, D.S.C., was not slow to seize it. Our plan was explained and the First Lord left, promising to help if he could.

A week or so later we received approval to redecorate the building and carry out such electrical repairs as were necessary to make it habitable. This was the beginning—it assured the basic financial support—the building was to be made sound and fit for



Captain Abrams and Mr. Knight, Command Supervisor, N.A.A.F.I., with some of "the builders"

was reached; the question of completion was raised—no one seemed able to "go firm" on a date. At this juncture Capt. Abrams set the cat among the pigeons by saying that the target date was to be November 25, and that he was determined the place should be a thoroughly going concern before the Christmas leave period. N.A.A.F.I. quite openly said "Impossible." S.C.E. and E.E.M. were unwilling to be committed; the ship's officers said "Aye, aye, sir"—in the best Naval tradition.

Well, there we were, six weeks to get the job done. The building we had to convert was derelict—just as it had been left when the last occupants had moved out almost a complete year before. Coal ranges, steam boilers—almost a complete old-fashioned galley for 200 men—had to be got rid of. Public rooms had to be stripped and repainted; an enormous amount of rewiring undertaken. Partition walls had to be built, new lino needed to be laid, kitchen equipment, lamp shades, convector heaters had to be bought.

It did seem impossible to get done in six weeks. However, all hands turned to with a will—S.C.E.'s painters and joiners, E.E.M.'s electricians, Naval shipwright and the ubiquitous "buffer party." If ever things looked like lagging or people flagging the

Yet, suddenly, at half-past eleven, all was quiet. As the last civilian workman slid into an unfinished back room and the "hook rope party" vanished, as usual, into thin air, the captain arrived. Outside were gathered the welfare committee, the representatives of S.C.E., E.E.M., ship's officers, and also Mr. A. S. Knight, the command supervisor, N.A.A.F.I.

We all went inside and carried out an inaugural "rounds." First, the restaurant, then the new galley where N.A.A.F.I. girls were already preparing the first lunches at the Calor gas cooker. From there, past new store rooms which, eight weeks ago, had harboured all the old paraphernalia of an obsolete galley, looking into a new office for the manager, a staff room resplendent with fresh paint and into what will be the games and billiards room—the work here is to be completed early in the New Year.

Returning through the passages we entered the tavern—a splendid room with Continental bar, brightly upholstered furniture, complete with TV and darts. There were assembled a representative cross-section of all who had helped in this conversion, and all joined the captain in his wish that the Naval airmen, their wives and sweethearts, for whom it had been provided, would both enjoy it and look after it in the future.

NEW GUNS TESTED IN TRIALS CRUISER

Higher Rate of Fire

THE NEW three- and six-inch fully automatic guns being developed for service with the Fleet have been given further exhaustive tests during the spring and summer programmes of the trials cruiser Cumberland, now at Devonport. These weapons have a much higher rate of fire than existing guns of similar calibre, that of the three-inch being equal to a heavy machine gun.

Both guns were subjected to severe tests against airborne and surface targets in the Mediterranean during the summer, 645 rounds of six-inch ammunition and 6,400 rounds of three-inch being fired in a little more than a month. Aircraft at 728 Fleet Air Arm Squadron based at the Royal Naval Air Station at Halfar, Malta, G.C., co-operated in these trials.

Special Propellers

Before the Cumberland, commanded by Capt. H. G. T. Padfield, R.N., sailed for the Mediterranean, special propellers for testing were fitted and these trials involved night photography through glass windows installed in the ship's hull.

The testing of various systems of pre-wetting, the method of washing clean a ship suspected of contamination by radioactive fall-out, has been another feature of the season's work, while a new pattern anchor has also been investigated.

The Cumberland steamed nearly 1,400 miles and fired over 12,000 rounds of ammunition between the end of April, when she sailed from Devonport after her conversion period and her return to that port from the Mediterranean at the end of September.

H.M.S. CUMBERLAND

Thirtieth Anniversary

IT IS somewhat ironical that the secret trials of atomic defence measures and the complex gunnery, radar and other equipment to be employed by the Royal Navy in the future should have been carried out for the past six years in the oldest warship still afloat under the White Ensign. She is the trials cruiser Cumberland, which celebrated the thirtieth anniversary of her acceptance into service in December.

Nine of the officers who have commanded the Cumberland during the last three decades and some 60 officers of past ship's companies took part in a commemorative ceremony on her quarter deck in Devonport Dockyard on Wednesday, December 11, when the same hymns and prayers used at her launching by the Dowager Countess of Carlisle at Vickers-Armstrong's Barrow Yard in March, 1926, were sung and offered.

Admiral Sir Philip K. Enright, K.B.E., C.B., the Cumberland's captain in 1944/45, and the most senior of those present, replied to the address by the present Commanding Officer, Capt. H. G. T. Padfield, R.N. Oldest of the ship's former captains to attend the ceremony was Vice-Admiral T. B. Drew, C.B., C.V.O., O.B.E., while others who have reached Flag rank are Vice-Admiral Sir William Beverley, K.B.E., C.B., Rear-Admiral R. A. Currie, C.B., D.S.C., and Rear-Admiral G. F. Burghard, C.B., D.S.O.

A Link

A link with the Cumberland's first commissioning was the presence of Rear-Admiral (E.) H. A. Sheridan, C.B., who was Chief Engineer on board when she sailed from Barrow to Chatham, her original manning port. A still older link with the past, however, was former Sgt. Joseph Wells, of Plymouth, who served on board the First World War Cumberland in the Royal Marine Light Infantry. He was in the ship, a 9,800 tons cruiser, which was eventually sold in 1921, for the operations against the Germans in the Cameroons from September to December, 1914, and a German ensign, which he captured at the time, is still one of the ship's trophies.

Major-General V. Blomfield, C.B., D.S.O., represented the Border Regiment, formerly the Cumberland Regiment, which has associations with the ship, at the ceremony.

During the last war, H.M.S. Cumberland, the fifteenth ship of her name in the Service, served in most parts of the world from Russian waters to the Far East. In 1951, she became the Royal Navy's first trials cruiser. In addition to the trials of gunnery and radar equipment, she has also made important contributions to the habitability of mess decks, testing many new devices aimed at improving the living standards afloat of ratings.

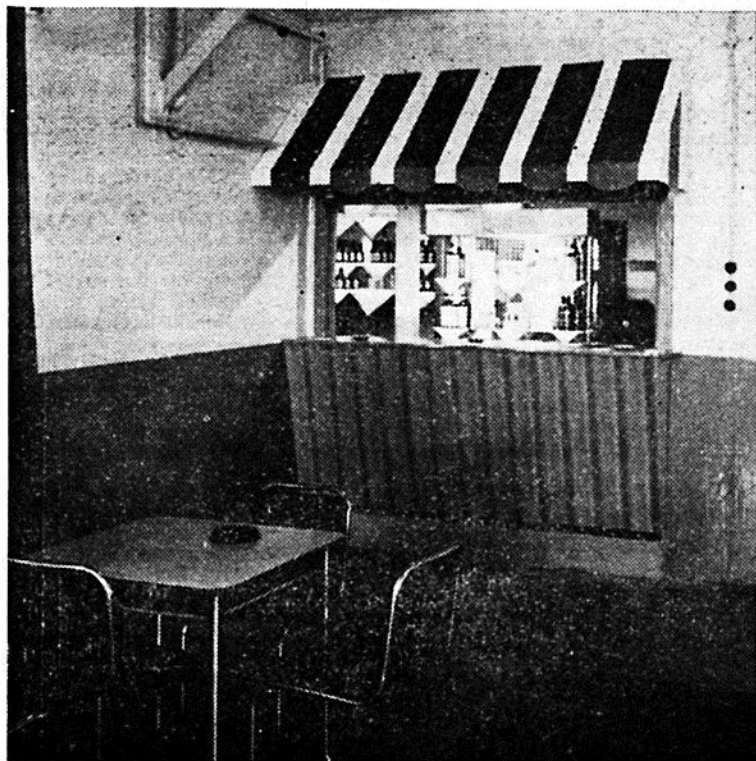
H.M.S. ROTHESAY

THE WHITBY class anti-submarine frigate H.M.S. Rothesay was launched on December 9, 1957, at the yard of Messrs. Yarrow and Co., Ltd., Scotstoun, Glasgow. The naming ceremony was performed by Lady Selkirk, wife of Rt. Hon. the Earl of Selkirk, O.B.E., A.F.C., First Lord of the Admiralty, and the religious ceremony was conducted by the Very Rev. Dr. Charles L. Warr, K.C.V.O., Dean of the Thistle, Minister of St. Giles Cathedral, Edinburgh.

Frigates of this class are of 370 feet in extreme length, 360 feet between perpendiculars and have a beam of 41 feet.

Having been primarily designed for the location and detection of the most modern type of submarine, they will be fitted with the latest underwater detection equipment and anti-submarine weapons of post-war development. A novel design of geared steam turbine machinery of high power will give them the speed necessary for their important task.

The vessels are all-welded and the structural arrangements have been specially designed to achieve the lightest possible structure. Opportunity has been taken in this building to gain experience in welding procedures and arrangements calculated to conduce to rapid building of such vessels in an emergency.



A corner of the new canteen—"The Tavern-Continental Bar"

conversion. The actual conversion had to be done from our own resources.

Financial Support

On October 4, 1957, Capt. Abrams presided over a meeting of all interested parties—station officers, representatives from S.C.E., E.E.M., and N.A.A.F.I. The captain, as prime sponsor, undertook certain extra financial obligations from the funds at his disposal—the profits, in fact, from Shedfield Henry's hard work recorded at the beginning of this article. Other financial support was forthcoming from the station welfare funds. The project was discussed from many angles and overall agreement

words "The captain said November 25" worked like magic to spur on greater efforts.

As the day approached, it was obvious that we could not be ready. The cold spell had made it virtually impossible to lay lino; supply of one or two other items had been delayed and there was nothing for it but to ask for time. Eight more days were allowed so, once again, crack went the whip and round went the wheels.

As Wednesday, December 4 approached, the tempo of work increased until at ten o'clock that morning any unwarned visitor might well have thought himself to be in the midst of a Crazy Gang film running at twice the normal speed.

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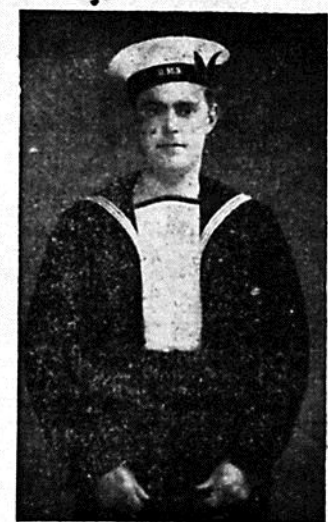
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H.M.S. EXCELLENT'S REVUE ISLAND IN THE SUN

H.M.S. EXCELLENT'S Christmas revue "Island in the Sun" was performed on December 9, 10 and 11. It consisted of numbers drawn mainly



Sketches and songs followed in rapid succession. The nautical flavour was supplied by Cliff Snell's portrayal of the author of a naval best seller, and Sally Baxton's description of what happened when a Naval Officer took her to see his etchings! "Restoration piece" preceded the interval. This was in the true bawdy style and dress of restoration comedy only due to the fact that the original 18th-century manuscripts had been used, there was a great deal of confusion between the letters "f" and "s" at the beginning of words.

The second half covered everything from St. Trinians "Surly Girls" portrayed by the long course, the picture of the Boyhood of Raleigh which came miraculously to life to the "Seven Ages of Woman," starting with Baby and working up to Grandma, who insisted that it was her 104th birthday.



from post-West End revues by such well-known authors as Alan Melville, Arthur Macrae, Michael Flanders and Donald Swann. The cast consisted of Wrens, one officer's wife, officers, and ratings of H.M.S. Excellent and one very valuable import in the shape of Chief Writer Snell from H.M.S. Vanguard. The backstage department was in the very capable hands of P.O. MacCurrah, assisted by C.P.O. Reed in charge of props. E. M. O'Connor provided stage lighting.

The opening number was an amended version of Harry Belafonte's well-known song, amended in the sense that the words were applicable to Whale Island as opposed to Mr. Belafonte's sun-soaked island in the West Indies. The words were illustrated in silhouette fashion behind a map of the island. Something appeared to have gone slightly wrong because the Guards had very shapely legs unencumbered by long trousers or gaiters.

despite everyone trying to tell her that she was only 94.

At a party on the stage after the last performance, Mrs. Casement kindly presented all the ladies of the cast with a box of chocolates each and a very surprised producer with a suitably inscribed silver tankard.



dressed overall

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R.N.A.S. Arbroath

DURING THE past month the Wardroom had the pleasure of dining the Provost and some officials from the royal and ancient burgh of Arbroath. These officials included the Treasurer and the Dean of Guild.

A two-day conference attended by a representative party of 10 Scottish Headmasters and Youth Employment Officers was held at the beginning of December. The purpose of the conference was to bring about closer liaison between those in close touch with the nation's youth and those who supervise the training of apprentices in H.M.S. Condor. A high-powered programme of talks, films and visits, together with a social evening in the Wardroom, was enjoyed by all.

The passing-out parade took place on December 17 and Vice-Admiral W. T. Couchman, C.B., C.V.O., D.S.O., O.B.E., Flag Officer Air Home was the reviewing officer and presented the prizes.

Dramatic Society

The Condor Dramatic Society presented Agatha Christie's thriller, "The Hollow" on two evenings in December. The producer, Instructor Commander J. C. Gascoigne, O.B.E., had to overcome many difficulties in the shape of illness, drafting and a last-minute change because of compassionate leave. A local dramatic society had presented the same play some weeks previously and a member of their cast stepped into the breach and gave a most polished performance. The production was enjoyed by all.

Apprentices Visit

The "passing-out" term of apprentices paid a three-day visit to Edinburgh and in addition to sightseeing trips to Edinburgh Castle and the Palace of Holyrood, they were taken round a brewery and the Central Telephone Exchange and inspected the works of Brown Brothers, manufacturers of steam catapults and stabilisers and of Ferranti, who make electric appliances.

Social

During the past month the pace has been somewhat hectic. In addition to the normal fortnightly dances, there have been the Wardroom Christmas Ball and F.O.R.A.'s staff dance at the Seaforth Hotel. Special dances have been given by the C.P.O.s., P.O.s. and apprentices and a gala Ship's Company dance was held on December 5.

Children's Christmas parties have also been numerous.

FORTHCOMING BOXING AND FENCING FIXTURES

Boxing

January 24.—R.N. v. Midland Counties A.B.A. at Birmingham.

February 11.—R.N. v. Welsh A.B.A. at Cardiff.

February 18-19.—R.N. Junior Championships in H.M.S. Figgard.

February 27-28.—I.S.B.A. Junior Championships at Army Apprentices School, Arborfield.

March 25-28.—R.N. Championships at Devonport.

April 14-15.—I.S.B.A. Championships at Aldershot.

Fencing

February 9.—R.N. v. Surrey County at Weybridge.

February 22.—R.N. v. Polytechnic F.C. in London.

March 1.—R.N. v. Devon County at Plymouth.

March 21.—R.N. v. Civil Service at Portsmouth.

April 29 to May 1.—R.N. Championships at Portsmouth.

June 9-14.—Royal Tournament, Phase IV, at Earls Court.

The best band in the Home Air Command

OUR HELICOPTERS were busy at the beginning of December. A naval rating, taken ill, was lifted off the destroyer Gravelines off the north coast of Cornwall, and an American seaman, off the U.S.S. Tripoli, 30 miles to the south of the Lizard. On the sixth December Flag Officer Air (Home), Vice-Admiral W. T. Couchman, presented the Hibernia Cup to Sub-Lieutenants Cumiskey and Peebles of 849 Squadron, "B" Flight, on the occasion of their winning the annual Ship and Aircraft Recognition competition. The Admiral said at the presentation that recognition was of the utmost importance. After the presentation the Admiral proceeded to the gymnasium where the Volunteer Band was fallen in preparatory to receiving the Bambara Trophy for the best band in the Home Air Command. The Admiral presented the trophy in the form of two silver bugles to the Bandmaster, Lieutenant R. J. Sturley and Drum-Major D. J. Critcher.

Christmas is the season for pantomimes. Culdrose produced Aladdin, R.N. There were three performances, one matinee and two evening. Children

of local schools were invited to the matinee. They voiced their emotions quite openly by booing and hissing the villain when he appeared. The young girls in the audience were quite enraptured with the short display of ballet.

On Friday, December 13, Flag Officer Flying Training, Rear-Admiral D. R. F. Cambell, presented pupils of No. 30 Observer Course with their wings. In a speech after the presentation he mentioned the ups and downs of the career of a Naval observer during the last 30 years and said with the present trend of advancement of science that the observer might even outlast the pilot.

On Saturday, December 14, a party was given for the children of the Ship's Company. Much preparation and hard work was done by the Padres and willing helpers from the W.R.N.S. and Ship's Company. The children enjoyed their party very much and returned home to their parents armed with their presents from Santa Claus and a parting gift of fruit and chocolate.

64,000 SAUSAGES A DAY!

C.-in-C. sees behind the scenes

WHEN ADMIRAL Sir Guy Grantham, G.C.B., C.B.E., D.S.O., Commander-in-Chief Portsmouth, paid his first visit to the N.A.A.F.I. bakery, sausage factory and warehouse at Milton a few days before Christmas, he enjoyed a behind-the-scenes view of the preparation and distribution of festive fare for Navy, Army and R.A.F. Yuletide parties.

Welcomed by Mr. A. S. Knight, Command Supervisor, Naval Canteen Service, the C.-in-C. began his tour in the modern sausage factory, where he saw sides of beef and pork transformed into endless rows of sausages. Mr. R. Grange, sausage factory inspector, who controls N.A.A.F.I. plants at Portsmouth, Cirencester and Aldershot, told the visiting Admiral that the Portsmouth factory produces 64,000 sausages a day. The Press photographer's bulbs flashed as the C.-in-C. paused to watch a dozen deft-fingered girls filling and linking an apparently endless sausage skin into even-sized sausages.

In the adjoining bakery, one of the finest in the South of England, the manager, Mr. T. Keetley, gave the C.-in-C. a brief account of the way in which the bakery was operated, demonstrating the various steps in the production line as they made their way through the stores room, the mixing room, the main bakery hall, the pie department, confectionery section and the packing room. The manager explained that the bakery works seven days and six nights a week, producing a never-ending flood of cakes, pastries, rolls, pies, gateaux, slab cake, swiss rolls and pasties for delivery to H.M. ships and 82 N.A.A.F.I. shops, messing stores and canteens. Some £3,000 worth of bakery products leave this plant every week and the production of Christmas puddings was expected to total 20,000 lb.

From the sweet-smelling warmth of the white-tiled bakery the Admiral passed into the cool atmosphere of the

spacious warehouse, which adjoins the bakery. Here warehouse manager A. E. West pointed out the towering stacks of foodstuffs, dry-goods, and general supplies—some £80,000 worth in all—and explained how indents from R.N. ships, and N.A.A.F.I. shore establishments were met. The warehouse had its own fleet of lorries that travelled hundreds of miles weekly to shops, stores and canteens in the south of England.

Part of the warehouse is given over to local produce: fresh fruit and vegetables, fish, and, at this time of the year, turkeys, geese, ducks and chickens. Mr. J. G. Stevens, the N.A.A.F.I. local produce buyer, told the C.-in-C. that he visited local markets, Portsmouth docks, and local farms making bulk purchases for N.A.A.F.I. His aim was to buy the best produce available at competitive prices and to ensure that the produce reached its destination in first-class condition. He often had to work fast to fill sudden orders for ships ordered to sea at short notice.

Accompanied by Mr. A. S. Knight, the C.-in-C. drove to the N.A.A.F.I. Club, Portsmouth, and was taken on a quick tour of inspection by the Club Manager, Mr. S. Yates. He admired the comfortable lounge, the well-equipped games room, the spacious tavern and the smart cocktail bar and was particularly interested in the modern cafeteria with its new style "called order" cooking equipment.

Later the same day the Command Supervisor received the following signal from Admiral Sir Guy Grantham: "I have been greatly impressed in all you have shown me this forenoon and I am grateful to you for giving me this opportunity of meeting some of your staff. I wish you all a happy Christmas and New Year and every continued success in the important work you are doing for the Royal Navy."

H.M.S. SHEFFIELD



H.M.S. Sheffield with the steady flight deck of H.M.S. Eagle in the foreground

H.M.S. Salisbury

ON ARRIVAL at Devonport on Sunday, November 24, 1957, Salisbury ended the sea-going time of the first and present commission.

In 13 months in commission there has been quite a lot to sustain the interest in all departments, the novelty of carrying out the contractor's trials, working up, joining the Fleet, and generally trying to ensure that a brand new ship of a new class, created a favourable impression wherever she went.

During this time a total of 25,302 miles dieselled were recorded, and just over 30 admirals visited the ship. Among the more important guests have been The First Lord, Earl Selkirk, The Marquis of Salisbury, The First Sea Lord, Earl Mountbatten, The Second Sea Lord, Sir Charles Lambe, The Lord Mayor of London and the Archbishop of Central Africa.

Air Direction Work

The normal work-up in March this year provided the first indication to all that the ship was different, in that Portland time was reduced to enable a fortnight to be spent at Milford Haven, for air direction work-up with H.M.S. Harrier. The change from Portland and the excellent co-operation and hospitality of the captain and staff of H.M.S. Harrier combined to make the visit an extremely pleasant one indeed.

Whilst at Portland the opportunity was taken of entertaining the Mayor and civic dignitaries of Salisbury to a day aboard to see the ship named after their city. The following week the City of Salisbury were hosts to the captain, officers and ship's company to a civic luncheon which was preceded by a short service in Salisbury Cathedral to mark the laying up in the west wing of the ensign used during the commissioning ceremony.

Visit to London

After Easter leave, and with minor engine defects made good, the first of class visit was made to the Pool of London in June. It was a trip everyone enjoyed though it coincided with the hottest week of the year. The full Board of Admiralty plus many other visitors saw how the taxpayer's money goes these days. Leisure was short but tickets to various radio and TV shows, and Earls Court, proved popular and not the least was the generosity of the manager of the Strand Theatre who invited 60 officers and ratings as his guests to see "Sailor Beware," the cast afterwards returning on board for supper.

From London it was to Karlskrona in company with F.O.F.H. preparatory to exercise "Fairwind," from there to the rehearsals and TV show "The Royal Navy—Now" and on to a five-day spell at St. Ives. Owing to the bad weather it was not the success it so obviously could have been, but

nevertheless, enough was seen of the hospitality to assure any future R.N. visitors that first-class hospitality awaits them.

Back to Work

After St. Ives back to work with Bulwark in the Irish Sea and Channel, followed by four days in Cherbourg, more exercises with the carriers and in for summer leave. Leave was given to all ship's company at once so that the ship was able to sail for the "Strikeback" work-up and "Strikeback" itself. It was a unique experience to be part of such a vast assembly of ships and see so little of them. An A./D. picket is a lonely life indeed. It was during "Strikeback" we were visited by the "dreaded Asian lurgi," over 60 cases being recorded in 10 days of plague. We would take time here to mention we dispute Sheffield's spelling of "Lurgi" and have appealed to the Goons themselves for an authoritative spelling. Concluding "Strikeback," 10 days as host to U.S.S. Bronson was a pleasant respite, to be followed at once by exercise "Pipe-down," a week in Zeebrugge, the weapon training exercise "Sharp Squall II" and other exercises. All these it was felt we could have done better at, with regard to lessons learnt, but nevertheless were well satisfied with our achievements at the time.

The future: refitting until February 4, when Salisbury recommissions under Cdr. A. G. Watson for a General Service Commission Mediterranean/Home.

H.M.S. Newcastle Blasts Terrorists in Johore

THROUGHOUT THE night of December 5 and 6, the cruiser H.M.S. Newcastle, based on Singapore, carried out an extensive main armament bombardment of a known terrorist area in South-East Johore.

This harassing fire was provided at the request of, and in support of, the Federation Army and Security Forces.

Auster Reconnaissance

Observation was provided by Auster aircraft of No. 11 Army Reconnaissance Flight.

The Newcastle carried out similar bombardments of Malayan terrorists' hideouts in June and August, 1955.

Capt. A. H. C. Gordon-Lennox, D.S.O., R.N., was appointed to command in May this year when the cruiser recommissioned.

H.M.S. Newcastle is due to return to the United Kingdom in July, 1958, after an absence of four years.

EARLY IN December the ship visited Bremen, in company with H.M.S. Scarborough, for four days. It was the first visit to Germany for the majority of the ship's company, and we were amazed at the warmth of our reception. With German thoroughness a programme of hospitality was laid on which left us gasping: for the officers a grand dinner at the ancient Rathaus, as well as innumerable private invitations; for the ratings a dance and bus excursions so numerous that we were hard put to it to find the numbers to go. Our sports teams also were heavily engaged by some very good teams at rugby and soccer. "Rabbit-hunting" was also a very popular pastime, and the Customs reaped a golden harvest on our return to U.K.

Thousands of Germans visited the two ships, which were open to visitors on two of the afternoons. Their impressions appeared in the local newspapers, and here is a translation of a poem composed for the occasion by some enterprising German reporter:

Two British warships, as you know,
Were here quite recently on show;
From stem to stern, from mast to keel,
Their lines to Bremen to reveal;
And many maidens, dark and fair,
Found things most interesting there.
Yes, many maidens, young and fresh,
Could see the Navy "in the flesh,"
And if not otherwise engaged
Could have their flair for art assuaged—
Perhaps the "Fleet" so got its name
Because its sailors are the same!

MEDICAL NOTES

BLATTA ORIENTALIS and Periplaneta Americana sound like Japanese or American versions of sputniks, but are in fact the scientific names given to two species of cockroach so commonly seen in ships and shore establishments wherever food and warmth are to be found.

Until very recently they have provided an almost insoluble problem, in spite of the great advances of insecticides such as DDT during the past 15 years or so. Fortunately there is no evidence that they represent in any way a serious menace as far as health is concerned. Nevertheless, especially in large quantities, they are quite revolting and unacceptable in a civilised community.

There is now available an effective insecticidal lacquer which may be painted on to the regular "runs" in bands a few inches wide. The insects perish soon after crossing the bands, rather like pedestrians on a zebra crossing in the middle of a delimited stretch of road. As cockroaches are not over-endowed with "grey matter" they never learn what the bands are for, but continue to run over them, and are killed, until the whole colony is wiped out. Hardly seems fair, does it?

Submarine With Two Captains



ADMIRAL JERAULD Wright, U.S.N., NATO's Supreme Allied Commander, Atlantic, and Capt. N. L. A. (Bill) Jewell, M.B.E., D.S.C., R.N., recently celebrated the fifteenth anniversary of one of the most unusual incidents in the Second World War. They did so by a visit to a submarine, the U.S.S. Barbero, the U.S. Atlantic Fleet's first guided missile submarine.

Fifteen years ago, Admiral Wright and Capt. Jewell were on board the British submarine Seraph, believed to be the first and only ship ever to sail under two flags and simultaneously to have two captains. Admiral Wright, then a captain, and Capt. Jewell, then a lieutenant, were co-captains of the Seraph.

As they paced the decks of the Barbero and inspected her guided missile, the Regulus, they reminisced about operation "Kingpin," the rescue of French General Henri Giraud from Nazi-held Southern France. On the night of November 5, 1942, Capt. Jewell and Admiral Wright—the latter was serving as naval liaison officer on General Eisenhower's staff—were on board the Seraph, lying off the French coast flying United States colours. General Eisenhower had decided that only General Giraud could convince the French North African troops that they should not resist the Allied landings planned for November 8, 1942. Plans were made for the French

general to escape with French Resistance help, but he said that he would leave only on board a United States submarine. Since no U.S. submarines were available, the Seraph was chosen to fly U.S. colours with Admiral Wright and Capt. Jewell in command of the boat.

The Seraph was in position at periscope depth when General Giraud evaded the Nazis and came to La Fosette. There was what seemed an interminable delay in receiving a response to the recognition signal, the letter "S" flashed on a dim blue light, but finally the answer came. A fishing boat put General Giraud, his son, and two staff officers on board. Then the Seraph silently slipped away to rendezvous, hours later, with a seaplane which took Giraud and Wright to Gibraltar for a conference with General Eisenhower.

Later, in recognition of their work, Admiral Wright was awarded the Distinguished Service Medal and Capt. Jewell the Order of the British Empire. Capt. Jewell went on to take the Seraph through many dangerous wartime operations. One of his other exploits saw him off the Spanish coast in 1943 putting ashore the body of "The Man Who Never Was." This body, attired in the clothing of a Royal Marine officer, and with faked documents, fooled the Nazis into believing that the Allies had other plans besides landing in Italy.

WINES and SPIRITS

Wines, warming spirits and the mellow aroma of a fine cigar! These are pleasures welcome on all special occasions whenever they occur. Choose wisely and well for this year. Naafi experts have carefully stored a wide range of wines and spirits in the London cellars. By ordering from Naafi you can be sure of the choicest vintages, bottled and matured under ideal conditions, for wardroom, mess or home. Write for wine lists or visit your Naafi shop for all requirements.



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CALENDAR

Wolverton
January 11.—Children's Party.

Darlington
February 22.—No. 11 Area Dinner.
March 1.—Annual Dinner and Dance.

Portsmouth
January 4.—Children's Party.

Halling
January 24.—Annual General Meeting.

We Will Remember Them

Shipmate Ernest George Searle, a founder member of Purley and District Branch.

Shipmate A. W. Barman, a founder member, a vice-president and chairman of New Romney Branch.

Shipmate Patrick Hickey, Lewisham Branch.

The Editor wishes Shipmates everywhere the best of everything for 1958. He asks for your continued support to make these pages a reflection of the work (and play) of the Association. There must be many tales told in your clubs which would make interesting reading. Let the Editor have them.

Contributions from the Golden City Branch (Johannesburg), and Pembroke Dock were received too late for inclusion in this issue. We hope that we shall be able to find space for them in February. To ensure publication articles should be received by the Editor not later than 10 days prior to the first Thursday of the month. If contributors can dispatch their stories even earlier, it is a very great help indeed.

WOLVERTON

HAVING been commissioned just over a year and survived the hazards of putting on our first annual dinner and reunion on October 19, we consider it time we tried our hand at a little journalism to make ourselves known to shipmates everywhere. We have a membership of 50 and are still enrolling new members.

Our dinner for a company of 40 was acclaimed a great success and has given the organisers a great deal of encouragement.

Shipmates' children are able to look forward to a grand party on January 11, thanks to a good result from our Cambridgeshire Handicap draw.

Our social evenings are at the Craufurd Arms Hotel, Stratford Road, Wolverton, Bucks, every Friday evening at 7.30, and we extend a hearty welcome to any shipmates that are anywhere around at this time.

NEWCASTLE and GATESHEAD



Newcastle and Gateshead's "Miss Neptune"

A HAPPY New Year to all branches, from the Newcastle and Gateshead Branch.

Our year finished its meetings with a general meeting, a visit to a new north-east branch—the Weir Branch (our congratulations!)—and a "free beer" night. We only have our annual draw night on December 20 and we close our books for 1957.

It has been a very successful year for us; the laurels we can rest on are: more members, more cash in the kitty, an annual dance, a "Miss Neptune," a ship's bell, and a definite prospect of a branch standard next year; so we can go forward con-

fidently into 1958. We hope for a further increase in membership, another bigger and better annual dance and "Miss Neptune" contest, and many more outings. We are even toying with the idea of issuing a challenge to other branches regarding our "Miss Neptune," who is undoubtedly THE most attractive Daughter of the Sea in Great Britain; any doubters?

The Weir Branch may be wondering where their missing crest is! Ask Alec Thirlwell, our secretary—he has it. To retrieve it, the terms are: Victory over the Newcastle and Gateshead Branch at darts and dominoes—no holds barred!

ROSYTH and WEST FIFE

OUR MONTHLY meeting was held at the Queen's Hotel, Inverkeithing, on Monday, December 9, presided over by the vice-chairman, Shipmate A. Lewrie. The branch was informed of the death of Mrs. Stallybrass, the wife of our vice-president, Cdr. E. Stallybrass, and a message of condolence was passed by the branch.

The vice-chairman reported that Shipmate A. G. Hawser, chairman, had been elected chairman of Scottish Division.

The social convener, Shipmate E. Whitwell, and Shipmate Wall and Mrs. Wall, were heartily thanked for the success of the annual dinner. A letter of thanks was sent to the ladies' committee, through Mrs. Dean, for funds handed over for this year's social functions.

Members of the branch attended the Scottish Division annual dinner in Edinburgh on Saturday, December 7, and, on Sunday, December 8, the dedication of the Edinburgh Branch Standard at St. Cuthbert's Church.

Shipmate E. Whitwell reported on the progress and requirements for our branch banner and Shipmate B. C. Billinness was duly elected to be the branch standard bearer.

LEAMINGTON SPA

THE BRANCH annual dinner was held at the Crown Hotel and was attended by some 80 shipmates, wives, sweethearts and guests. After an excellent dinner our chaplain called for a moment's silence in memory of departed shipmates, and this was a solemn moment for most of us, as we not only remembered the old ships we had lost during our time in the Service but also those branch members who have gone in recent years, particularly shipmates "Joe" Tilling and Reg Deeley, who had died during this year.

Loyal Toast

The Loyal Toast was proposed by Branch Chairman G. Young (National Council member for No. 8 Area), who then read a telegram from Her Majesty in reply to our own greetings.

The toast of "The Royal Naval Association" was proposed by Councillor F. Gundry, Deputy Mayor of Leamington, in a witty speech, during which he told us of amazing happenings in the Service careers of his father and grandfather, both of whom had served in the Royal Navy. Our president, Capt. C. A. N. Chatwin, D.S.O., R.N., responded and recounted some of his own experiences as a destroyer skipper, which greatly interested us all. He wished good luck to two shipmates who are leaving us in the near future—Shipmate Allen Oldfield, who is joining the New Zealand Air Force, and Shipmate "Nobby" Clark, who is joining the Australian Navy. We join him in wishing them both all the very best of luck.

"The Guests" was proposed by Branch Hon. Secretary George Horne, who welcomed our many local friends and sympathisers and the following kindred bodies: The Sea Cadet Corps, the R.A.F.A., the Old Contemptibles, the Royal Warwick Association and Warwick Branch, Royal Naval Association.

At the conclusion of the speeches we "cleared decks for action" and piped hands to "dance and skylark"—and a good time was had by all, aided greatly by the efforts of Shipmates Harry Finch, Arthur Frost, Andy Mancini and Associate Member John Curtis.

DARLINGTON

Dedication of Standard Year

THE DARLINGTON Branch would like to take this opportunity to wish all other branches of the Royal Naval Association, all serving members of Her Majesty's Forces, and all those engaged in the production of Navy News, all Prosperity and Happiness in the year ahead.

We are pleased, in this first report of 1958, to say that we are still going along nicely and gradually getting up steam, so that we shall be ready to sail into what we think will be our biggest venture of the year, namely, the dedication of our standard, and everyone connected with the club is working very hard to make this an outstanding occasion in Darlington. It is hoped that it will take place around May or June. When the date is announced we sincerely hope that as many branches as can manage it will respond to the invitation to attend.

The names of several well-known Naval personalities have been put forward with suggestions that they be contacted with a view to taking the salute, and our worthy president, Shipmate J. B. Goldworthy, has already been in touch with some of them. Unfortunately, he hasn't, up to now, received any "joy," but, knowing "J.B.," we are confident that he will eventually succeed in his efforts.

Good Work

The social committee went "all out" with the arrangements for Christmas and New Year entertainments. We must not forget to mention the good work done by our bar staff, Mrs. ("Dot") Macmillan and Shipmate Freddie Angus, who have made such a success in running the branch wine and spirit club.

The first event to take place in 1958 is the children's Christmas party, arrangements for which are in the capable hands of Mrs. V. Pemberton, who has done such good work in previous years for the children. The date is not yet fixed. Secondly, we have the No. 11 Area dinner, which is to be held in the Fleece Hotel, Darlington, on February 22. As this is a "stag" party we can expect a real convivial evening. We hope that branches in No. 11 Area will contact Shipmate Peter Clark (area secretary) in good time, as to the numbers that are going to attend, so that he can forward them to our secretary, Ship-

mate E. Crawford, who can then make final arrangements.

Annual Dinner and Dance

Our own annual dinner and dance will then be due, as it is going to be held in the Imperial Hotel, Darlington, on March 1, which we hope will be another grand evening.

It is pleasing to note that the ladies' section of the branch, for members' wives, once again got together for an enjoyable evening, which included a chicken dinner and a concert party at the Fleece Hotel on December 10.

By the time that these notes are published in Navy News all branches will be looking forward to an exceptionally good year and an increase in membership, and the Darlington Branch are no exception to this, but at the same time they are very perturbed that it has been found necessary to increase the annual subscriptions to 7s., nearly a 50 per cent. increase. We feel this is going to be a bad thing for the smaller branches.

Subscriptions

We in Darlington are fortunate in having our own branch headquarters and offer such inducements as: children's Christmas party, each child receiving a present valued 5s.; a sick and divide club, which this year is paying back to each member a dividend of over 75 per cent. of the yearly contributions; a welfare fund that provides cigarettes to members and fruit to members' wives who have a prolonged illness; and a very active games section. In spite of this we have already been informed by some members that they do not intend taking up membership this next year if they have to pay the extra 2s. Call them bad members if you like, but we don't want to lose them. A bad member may develop into the most sincere and energetic member of the club, if you can keep him. This increase may help headquarters in London at first, but if branches are going to lose members and also find it hard to enrol new ones, this is bound, sooner or later, to have repercussions that headquarters are sure to feel. Branches in the north are far removed from London headquarters, and I feel that it would be much appreciated if someone from Head Office made a visit occasionally: this would help to form a closer contact.

WARWICK

ALL MEMBERS of the Warwick Branch wish all members of our association the very best of luck in the New Year.

Our branch seems to be gathering momentum and interest is on the increase. Among various functions we held a dance at the Court House in Warwick last month and are pleased to report it was not only a financial success but, which is possibly more important, a highly social success. His Worship the Mayor of Warwick kindly accepted our invitation, as also did three of our vice-presidents—Surg.-Lieut.-Cdr. Wilks, R.N.V.R., Lieut. Tunnard, R.N.V.R., and Mr. Marchant. We hope to make this a periodical event, and so long as it brings the desired effect the hard work of the social committee is ungrudgingly given.

Club Night

The creation of our "weekly club night" has had the desired effect of keeping many of our members together and very few weeks go by with the headquarters open less than three nights a week. Our darts team in the local league, although not champions, give the other teams a good game and always ensure a convivial evening.

A children's party was held on December 28, when some 60 or more children had a grand time. Thanks for a lot of the work behind the scenes

was due to our ladies' section, which, though small in numbers, made up for it in their enthusiasm.

WORCESTER

THE PRESIDENT of the Worcester branch, at the last meeting, reported that he had received a letter from Lieut. B. O. Forbes, Royal Navy, the commanding officer of the midge submarine, H.M.S. Shrimp, which recently paid an official visit to Worcester, asking the Worcester branch to accept the White Ensign worn by H.M.S. Shrimp, as a token of appreciation for all that had been done for the ship's company during their stay in the city.

The Mayor of Worcester (Councillor H. A. Richards) had also written to the branch, stating that a collection of four Naval swords was being sent on permanent loan to the branch.

A date is being fixed for the handing over of the gifts.

Admiral Sir William George Tennant, branch patron, the Lord-Lieutenant of Worcestershire, is being admitted an honorary freeman of the city of Worcester. The vice-president stated that he has sent to Admiral Sir William Tennant a letter from the Worcester branch of the R.N.A., congratulating the Admiral on the honour to be bestowed upon him, and he stated that he had received a letter of thanks from the admiral.

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PORTSMOUTH

IT HAS been a very full month at our headquarters in Pitt Street and all the signs indicate an increasing tempo until well into the New Year.

First in importance was our 20th annual dinner and dance, which was held at the newly rebuilt Royal Sailors' Home Club—a magnificent building which has everything, but unfortunately not large enough to accommodate all who wished to attend and we had the unenviable task of limiting our numbers. This meant that more than 50 had to be refused a long time before the closing date for tickets. We had a major disappointment, too, when shortly beforehand we learned that our principal guest, Admiral Lord Fraser of North Cape, was down with flu and his doctor would not allow him to travel. However, as much as we missed his bright and breezy company, there were several able deputies to fill the bill with after-dinner speeches. Dancing went on till 1 a.m.; everyone seemed to be having a good time and the last waltz came all too soon.

Coming of Age

1958 will see our coming-of-age and we are planning to go to town in a big way—already the committee are investigating the problem of where to find a place both suitable and large enough to hold the next dinner and dance.

The two one-act plays, "Viola Carlon" and "Fumed Oak" were a great success. Although this was a new departure in entertainment at Pitt Street and was regarded as an experiment, the players and producer were left in no doubt they had backed a winner. We have become used to good performances by the R.N.A. Players but seldom have they earned more applause and complimentary remarks than on this occasion. Less than 24 hours after the last performance they were hard at it again rehearsing for the pantomime to be staged next month. How's that for enthusiasm?

The next big night will be the Christmas draw on the 20th. This year it promises to be bigger and better than ever; already the target figure has been left well behind with another week to go. More than 50 prizes are assured and the children's party fund will receive a handsome boost from the proceeds. This is a one-man effort by Shipmate Bob Pearn (not forgetting his acting unpaid secretary—Pat) and he well deserves all the thanks that will undoubtedly be bestowed on him on the night.

The Christmas decorations are up and the programme for the festive season seems to have everything. There are few clubs in Pompey which can boast of anything so ambitious; there must be still fewer in the R.N.A. and it only costs what you feel inclined to spend on your own drinks, not even a membership fee.

Christmas Party

Saturday, January 4, is the children's party date. The lists are not yet closed but already the number of guests are near the 350 mark. Fortunately we have secured the gymnasium, R.N.B.,

WEST BROMWICH

THE BRANCH is still forging ahead and going from strength to strength. Now we are on the threshold of a new year we can look back with satisfaction on a busy but pleasant 12 months of endeavour and look forward to many more happy times together.

One of our last big efforts of the old year was a grand bazaar on November 30, held to help raise funds towards our building fund. This was our first bazaar and we were quite pleased with the result. No doubt more will follow.

To shipmates everywhere, we hope you had a real merry Christmas and we wish you all a very happy New Year.

NEW ROMNEY

WE REGRET to announce the death of Shipmate A. W. Barman on December 1, 1957. A vice-president and chairman of the branch, he was a founder member and has held office in various capacities since commissioning in 1937.

At all times a loyal shipmate, a worker always for the good of the branch, he will be sadly missed. A member also of the British Legion, both standards were carried at the funeral and shipmates acted as pall bearers. May he be granted safe anchorage.

this time so we won't be cramped for space. Fortunately, too, that we have so many willing hands to do the work and, still more to the point, so many grand shipmates who have donated money to help meet the formidable cost; but that is the spirit of the Pompey Branch and that is why we are so happy and successful at Pitt Street.

Christmas Cheer

Whilst we are all making merry at the headquarters our less fortunate shipmates on the sick list will not be forgotten and our almoners will be working late to ensure that everyone is visited. Shipmate Pimlott, with his little black bag, will be leaving small parcels of Christmas cheer to remind them that comradeship is still the keynote of the Royal Naval Association.

Before the next issue of the NAVY NEWS is on the market we shall have had our annual general meeting and no doubt there will be some fresh faces on the rostrum. To those whose turn it is to stand down we cannot say more than, "Thank you for a job well done!" and to those who follow we extend a welcome. If the new Watch on Deck are as successful, then we can look forward with confidence to 1958.

The president, officers and shipmates of Portsmouth Branch send their greetings and best wishes for a Happy and Prosperous New Year to all shipmates of the Royal Naval Association wherever they may be.

HALLING

A HAPPY and Prosperous New Year to all shipmates ashore and afloat from all at Halling Branch. We have come to the end of yet another very busy year and, looking back, we have some very pleasant memories of visits we have made to other branches. Since I last wrote we have visited the Brighton Branch and received a very warm welcome although the weather was not so good as it could have been.

Owing to unforeseen circumstances our standard was unable to get on parade on October 19 but the escort were very proud to escort the No. 2 Area Standard to the Cenotaph; many thanks, Maidstone, for allowing us to share your coach. To complete the evening we went over to the Royal Festival Hall for the reunion—certainly the best ever. Very many thanks, once again, to our general secretary.

Remembrance Services

On November 10 we attended three local remembrance services at Woulham, Burham, and Leybourne. At Leybourne our worthy treasurer laid a wreath in memory of our fallen comrades. In passing, I would like to mention that Leybourne Church is very much connected with the Royal Navy, as the body of the first English admiral (Admiral Leybourne) lies at rest there, and in 1956 we, of Halling, witnessed the unveiling of a plaque to this very fine man. We also had the pleasure of meeting the present Mr Leybourne.

Now for dates already booked in 1958. We are holding our annual general meeting on January 24 and it is also to be a big occasion, as we are enrolling a new padre. Our previous padre, Rev. Cocup, retired from the Royal Navy and is now abroad. The Rev. P. Gardener, ex-Royal Navy, has been drafted to our local village and we have wasted no time in asking him to join our association and becoming our new padre. He has accepted. At this juncture we wish him every success and hope his stay with us will be long and enjoyable.

I would like to remind you that our meetings nights are on the second and fourth Fridays of the month.

HAVANT

ALL AT Havant branch meeting on December 3 decided that a message of gratitude should be sent to the canteen manager and his staff in H.M.U.C.W.E. for the great co-operation and kindness they had shown when their branch annual dinner had taken place in that establishment the previous month.

At the same meeting they were very sorry to hear their hon. treasurer and delegate, Mr. C. J. Snow, announce that he would probably not be able to carry out these duties during 1958, as he expected to be leaving the district.

Apart from their New Year's Eve party, this meeting concluded branch activities for the year.

GILLINGHAM

MY LETTER this month includes the meeting of December 6 and the children's Christmas party of the 7th.

The general meeting was well attended and the usual business was carried with exactness. The letters read concerned one from the Lewisham Branch, who expressed their thanks for the kindness shown by Gillingham Branch during the illness and bereavement of their Shipmate Patrick Hickey, who passed away in the Royal Naval Hospital, Gillingham. He was a life member of the Royal Naval Association and he had made a visit to us shortly before his illness and was a resident of Pembroke House. A grand old chap, 87 years of age, and his branch tells me he was a very active member of the Royal Naval Association. The standards of both Lewisham and Gillingham were carried at the graveside and branch members were present.

A letter concerning the illness of Shipmate Royle, who had recently undergone a major operation, was read, and we wish him all the luck and hopes for his speedy recovery.

Our vice-president and Shipmate De Guelle made a visit to the Ashford Branch and he gave us an outline of this visit. Both shipmates were made very welcome and they spoke of the chummy shipmates of this branch. Good luck, Ashford Branch! Hope to see you soon at Gillingham.

We were sorry to hear of the retirement of Shipmate Thomas from the committee, owing to ill-health, and we wish him good luck and a quick return to health.

The children's Christmas party was held at headquarters on Saturday, December 7, and was an outstanding success. I cannot speak too highly of all those concerned in entertaining the kiddies. To mention names would need a deal of space but credit must go to Midshipmaid Higgs and the midshipmaids who gave of their best to provide so much. Nothing was lacking; the tables were loaded with all the goodies that the 50 children could have wished for. When all were seated the hall presented a scene of gaiety, and the children in their party outfits made a fine background of colour. President Cdr. Le Mare welcomed the children and laid grace. Proceedings commenced and the "Sprogs" got to work. The tiny tots were attended to by the midshipmaids. After tea, "Clear decks!"—leaving the hall ready for fun and games, during which time the kiddies were entertained by Mrs. Ashdown on the piano and Shipmate Garrad on the one-string fiddle. They sang all the favourites. Mr. Ford, our photographer, got to work, and we hope he got some good pictures. By the way, we have snapped him also and we shall soon welcome him as a member of the Royal Naval Association.

Fun and games were conducted by Shipmate Collins and the kiddies were kept busy. I was very interested in the passing of the parcel. So many little gifts and forfeits were inside. One little chap had a chit—he had to propose to a member of the opposite sex. He espied his mother and, with a polite bow, said: "I should like to marry you."

At this stage, Jimmy Springfellow, an ex-Royal Navy entertainer, took over and delighted both young and old with his "Jimmy" ventriloquist act, also conjuring, in which he was assisted by Peter Farrel and Sandra Higgs. Peter tried hard to find out how those hoops linked.

It was time for the presents to be handed to the children and this pleasant task was carried out by Cdr. Le Mare (Rtd.), our president, assisted by Father Christmas.

So ended a grand evening for the kiddies and, true to spirit, the ship's company had a "do" on their own. What a night!

LEWES

THE NINTH annual dinner of the Lewes branch was held on November 2 last, and attended by 75 members and guests.

The dinner was presided over by our vice-president, Cdr. W. R. S. Segrave, in the absence of our president, Capt. S. le H. Lombard-Hobson, who is at present on active service in command of H.M.S. Apollo.

The function was attended by the Mayor and Mayoress of Lewes.

Our chairman, Shipmate Arthur Bacon, welcomed shipmates and guests from other branches including representatives from Patcham, Battle, Eastbourne, Hastings, Worthing and Brighton branches.

After an excellent dinner an evening's dancing was provided to the music of Shipmate Jim Taylor and his Trio.

MANCHESTER'S GARDEN SUBURB—

WYTHENSHAW

FROM THE garden suburb of Manchester may we say "Hello, shipmates everywhere!"? Some of us have only recently had the pleasure of reading NAVY NEWS, but already orders are 50 per cent. up with prospects of more to come.

Maybe you have not heard of us before, but I can assure you that, although we are still young members of the Royal Naval Association, I think we can look back with pride on our achievements.

Formed as a Naval association in 1955, with the following founder

WOOD GREEN and SOUTHGATE

THE FOLLOWING verses were written by the chairman of the Wood Green and Southgate branch—Shipmate A. W. Ilsey—some years ago, after seeing the film in Trincmalce of the victory parade, which commemorated the end of the last war. The thoughts behind the words are, however, still real.

Lest They Be Forgotten

At home, with wondrous fete, came victory on parade,
Gilded herald of peace's fresh decade.
You lined the route, you saw, you cheered

The marching men; the armoured columns steered

Their way through London's streets, before the King and Queen.

Your cheers were real, to see a might so keen.

Thus peace in pageantry passed slowly by,

While aircraft filled the misty sky.

Impressive sight, to all who saw; but did they see

Beneath the cheers for peace? Did they hear the plea

From our great dead, who gave their all—

Lie dead, stay dead, beyond the pall

Of human thought? Will you leave them in their grave.

Or resurrect, keep live in mind the brave?

Blinded, deaf—oh fools disperse the cloud

Of soft complacency—if of your dead you're proud.

Gird yourselves, join, each and every one.

Lift high your thoughts, to end the fight begun

For life. Gloved hand, hold glistened steel.

Fearing nought, in forcing claim for rightful deal,

The deal, for which your sons and friends have died.

Though dead, they must not be denied

By graft and all the varied words and play.

Which, if you will, your mind can sway.

The people—you and I—responsibility is ours,

To make our time to rank midst finest hours;

As fine they were, in which men gave their blood.

To stem, then smash the Devil's flood

Of greed and hate. They died, they did not flee.

They stayed and fought, in air, on land and sea;

They didn't turn their minds to rest.

They never once fell down on Ease's breast.

Now we, who're left, must rise, the same.

Follow firm the road, on which they came

By thousands to defend our freeman's life.

We cannot rest, no matter what the strife.

It is our debt to Mem'ry dear,

To children, ours and theirs. They must never fear

That they shall see worse, deadly wars.

The dead had wishes—Rise and make them laws.

members, Shipmates Wood, Kerwin, Higgins, Burke, Docherty, Woollam, Lingard, Lackie, Walker, Johnson and Cunningham, we traversed the hardships on 1s. per week membership, but still every week new blokes were enrolled to the ship's company.

In October, 1955, our chummy ship, Manchester, paid us a visit, and it was decided that we should become members of the Royal Naval Association. Shipmate Harper, the Manchester hon. secretary, and also now in charge of welfare for us, said that we had a potential membership of over 500 and that he failed to see why a club of our own should not be a huge success. How right he was; within months we had obtained a loan of £500 from the Madden Fund towards club premises, and after plans drawn up by our president (also president of No. 10 Area), Lieut. Docherty, R.N.V.R., had been submitted and approved by the City Council, well-wishers of the branch granted us a loan of £8,000.

Sold Out

In April, two years after our first get-together, the club was opened and, despite three deliveries in the first week, we had to put up the "sold out" sign; our only regret being that it was not possible to get a distinguished Royal Naval officer to perform the opening ceremony; but headquarters are trying to remedy this by persuading an officer of rank to perform the official opening ceremony in the near future.

The only casualty was our hon. secretary, Charlie Kerwin, who after the hard work he had put in to get the branch firmly commissioned, was forced to resign by a change in his own work. His place has been ably taken by Shipmate Eric Woollam, on whose shoulders fell the mammoth task of arranging our dedication, which took place in September at St. Luke's Church, Wythenshawe.

The standard was dedicated by the Bishop of Manchester and the lesson read by Capt. Stopford, R.N., of H.M.S. Blackcap, in the presence of Alderman Leslie Lever, M.P., and his wife, the Lord Mayor and Lady Mayoress of Manchester, and also present was the Deputy Mayor of Bury.

Grand Turn-out

Over 350 mustered for the parade, including standards and escorts from Manchester, Blackpool, Bury, Doncaster and Hull branches of the Royal Naval Association and the Wythenshawe branches of the Royal Air Forces Association and the British Legion.

They were ably led by the Sea Cadets of the Manchester Branch and they proved very worthy substitutes for their big brothers from H.M.S. Blackcap, who were unable to attend because of Asian flu. Also in the parade was the Bury Prize Band, who very kindly gave their services gratis and to whom we are very grateful.

The standard took its place alongside the standards of the Manchester Branch, Royal Naval Association, and the White Ensign Association at the Remembrance Service and Parade in Manchester, and we must congratulate our standard bearer, Shipmate Waterworth, on his fine bearing.

By the time this appears in print we will have got over the mammoth task of putting on a Christmas party for 600 children, and this will be organised by Shipmate Williams and his committee, with the help of members' wives.

The steward of the club is our former member, C.P.O. Ferguson, and he is always around to give a hearty welcome to everybody.

In conclusion, may we take this opportunity of thanking the R.N.B.T. for help given to shipmates in this area, and to shipmates everywhere we say: "If you are around, come aboard, and you can be assured of meeting an old shipmate amongst us."

Smooth sailings to you all throughout the coming year!



SAILOR



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R.N. BARRACKS, DEVONPORT.

HOME AIR COMMAND SPORTS

Association Football

Home Air Command Challenge Cup Final

WITH BOTH finalists coming from the extreme ends of the British Isles, R.N.A.S. Bramcote was selected as the neutral venue for the final of the Air Command Challenge Cup, between R.N.A.S. Lee-on-Solent and R.N.A.S. Lossiemouth on Wednesday, December 11.

After a morning of torrential rain and high wind the ground conditions were extremely bad, but, fortunately, the weather broke and the rain stopped just prior to the kick-off.

Lossiemouth kicked off and within seconds had forced a corner, which the Lee defence managed to clear. It was evident that both teams were experiencing cup tie nerves, resulting in rash

of events the Lee forwards pressed hard into attack, culminating in a very neat pass by Honey, through to Mulry, who scored an excellent goal to even the score. The game slowed up considerably as it progressed: Lossiemouth at this stage were gradually forcing the pace, and in the 73rd minute Crawley, their centre forward, chased a loose ball out to the right wing and, from practically on the goal line, crossed a splendid high centre. This was deflected off the head of the Lee centre half into the hands of the goalkeeper, who parried it along the bar, to rebound on to the foot of Hamilton, who drove it well into the back of the net.

Lee struggled hard to equalise in the closing minutes of the game, but the final whistle beat all their last efforts and the honours went to Lossiemouth, who are to be most heartily



Winning team, R.N.A.S., Lossiemouth

and wild kicking; therefore, very little constructive football was seen in the early stages of the game. Of the two teams, Lee were the more balanced side initially and blended well considering the muddy and slippery state of the pitch; they pressed home repeated attacks, only to falter in front of goal. Credit must be given to Cairns, the Lossiemouth goalkeeper, who handled the slippery ball splendidly and brought off many a spectacular save. The teams struggled hard, but at half-time there was no score.

Both teams settled down in the second half, having got accustomed to the heavy ground conditions, and better football was produced, play swinging from end to end. Lossiemouth opened up the score in the 55th minute through Burden, their inside right, who on receiving the ball from a goal kick took a first-time drive, from 30 yards, to steer the ball into an unguarded goalmouth.

Spurred on by this unexpected turn

congratulated on winning this coveted trophy for the first time.

Final result: Lossiemouth, 2; Lee-on-Solent, 1.

HOME AIR COMMAND v. SOUTHAMPTON F.C. XI

A friendly trial game versus a Southampton F.C. XI was played on Monday, December 16, with the object of trying out some new players against strong opposition.

Southampton had most of the play in the first half but after a few positional changes at half-time, the H.A.C. selectors were well satisfied in that, as a result of this trial, they have now established two previously doubtful positions.

The hard and frozen ground made play most difficult throughout the match in which the outstanding player was N. A. Long, the H.A.C. goalkeeper.

Final result: Home Air Command, 2; Southampton F.C. XI, 3.

Rugby Football

Bambara Trophy Final

AFTER WINNING their way through three earlier rounds of inter-station rugby, R.N.A.S. Ford and R.N.A.S. Stretton competed in the final game, played at R.N.A.S. Yeovilton on Monday, December 2.

At the start both teams quickly settled down. Stretton opened the score, after a series of strong forward attacks, with a drop goal and they continued to do most of the pressing, helped on by a strong wind at their backs.

In the second half, Stretton continued to force the pace, but were kept

at bay with very good kicking by Ford, who by now were gradually demonstrating their superior skill. The packs were evenly matched, but Ford showed greater strength and ability in their three-quarter line.

Final score: Ford, 13 points (2 goals, 1 penalty); Stretton, 6 points (1 drop goal, 1 penalty).

After the game the teams were introduced to Flag Officer Air (Home), Vice-Admiral W. T. Couchman, C.B., C.V.O., D.S.O., O.B.E., who presented the coveted "Bambara" Trophy.



Winning team, R.N.A.S., Ford

Hockey

Home Air Command Week

THE HOME Air Command Hockey Week, held November 17 to 24, was the most successful for many years. The most encouraging feature this season was the appearance of a fast and lively young forward line.

A very hard game ensued versus Bournemouth on Sunday, November 17, in which the speed and skill of the Command forwards enabled the H.A.C. to emerge winners by the narrow margin of 3 goals to 2.

The match against Sussex "A" on Tuesday, November 19 produced the highest score of the series. Although the Command won 5-1, it was by no means a runaway victory, but mainly due to the brilliance of N. A. Prescott, who played an outstanding game in this match.

A reasonably easy game was played against Havant on Wednesday, November 20, when again the forwards blended well to achieve a win by 3 goals to 0.

In the match against Hampshire, played at H.M.S. Sultan on Thursday, November 21, the Command expected a hard battle, but once again our forward line really came into their own and proved to be much faster than their opponents, resulting in another splendid win by 4 goals to 2.

The only match lost was against Dorset "A" on Friday, November 22. This game was played in bitterly cold weather, and because of the bad conditions the game developed into a scrappy affair in which the Command lost by 3 goals to 2.

A fine exhibition of hockey was seen in the game versus Portsmouth Command played at U.S. Officers' ground, Portsmouth, on Saturday, November 23, when both forward lines played superbly throughout. The Portsmouth team opened the score with two quick



"By jove, I didn't know they wore bell-bottoms too!"

goals which only served to increase the tempo of the game; neither side was prepared to give an inch throughout this enjoyable match, which resulted in a draw 4-4.

In the annual fixture, Combined Air/Portsmouth Commands versus the Royal Artillery, 6 Air Command players were selected. This was an extremely interesting game, with both sides evenly matched, as evidenced by the score 2-2.

Summary of results

Home Air Command, 3; Bournemouth, 2.

Home Air Command, 5; Sussex "A", 1.

Home Air Command, 3; Havant, 0.

Home Air Command, 4; Hampshire, 2.

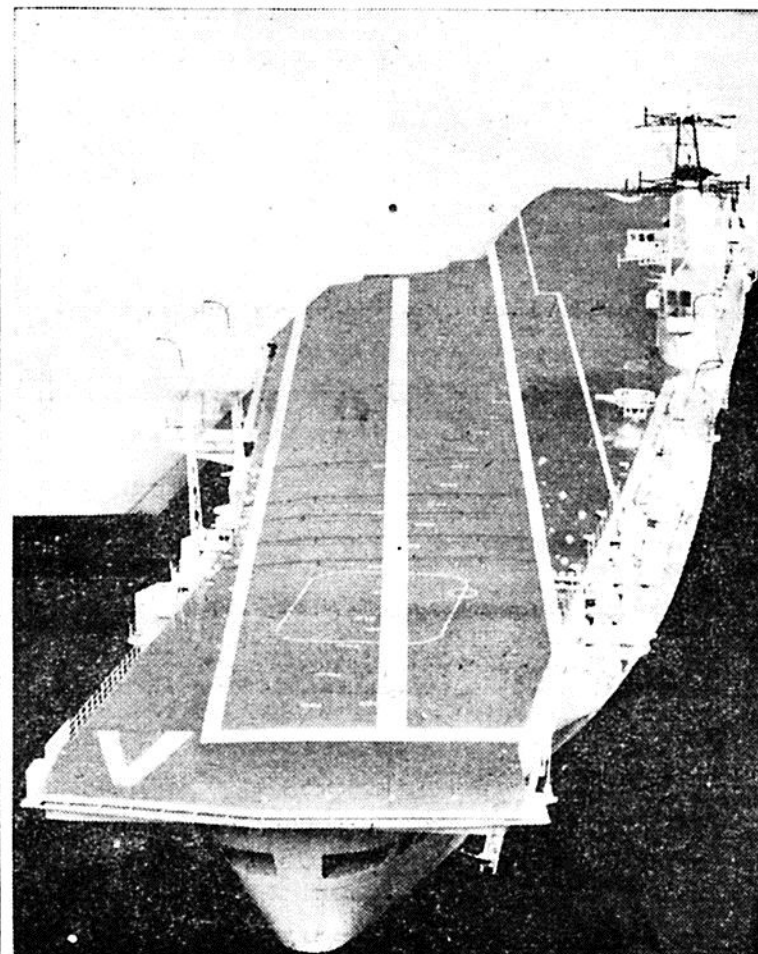
Home Air Command, 2; Dorset "A", 3.

Home Air Command, 4; Portsmouth Command, 4.

AIR/PORTSMOUTH COMMANDS, 2; ROYAL ARTILLERY, 2.

H.M.S. Victorious

THE PILOT'S VIEW



The angled flight deck of the Victorious

HALF-YEARLY PROMOTIONS

Executive Branch.—Cdr. to Capt.: A. C. Tupper, C. Le Messurier Scott, A. A. T. Seymour-Haydon, G. J. Kirkby, N. G. Hallett, F. D. Holford, R. A. Begg, J. E. L. Martin, A. Turnbull, D. L. Davenport, J. S. Stevens, E. Palmer, L. D. Empson, D. B. Law, R. R. B. Mackenzie.

Engineering Branch.—Cdr. to Capt.: R. A. H. Bartley, R. P. Pratt, P. L. Cloete, W. T. C. Ridley, D. B. H. Wildish.

Medical Branch.—Cdr. to Capt.: R. A. H. Bartley, R. P. Pratt, P. L. Cloete, W. T. C. Ridley, D. B. H. Wildish.

Electrical Branch.—Cdr. to Capt.: K. A. Goudge, C. H. S. Wise.

Supply and Secretariat Branch.—Cdr. to Capt.: P. Weekes, H. S. Spittle.

Instructor Branch.—Instr.-Cdr. to Instr.-Capt.: G. B. C. Britton.

Medical Branch.—Sgn.-Cdr. to Sgn.-Capt.: W. B. Taylor, E. D. Caldwell.

Act. Int. Sgn.-Cdr. to Sgn.-Cdr.: W. E. Crocker.

Sgn. Lt.-Cdr. to Sgn.-Cdr.: R. T. John, L. G. H. Le Clerq, B. V. Jones, R. H. Cowling.

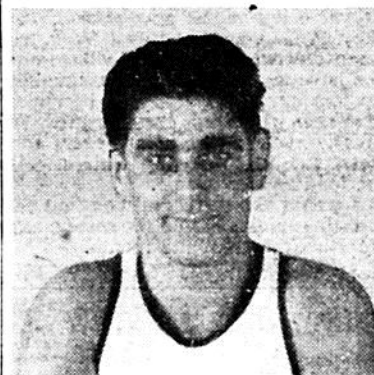
Dental Branch.—Sgn. Lt.-Cdr. to Sgn.-Cdr. (D): J. G. Richards, G. N. Pleasant.

Royal Marines.—Lt.-Col. to Col.: P. L. Norcock, R. D. Houghton, T. M. Gray.

Major to Lt.-Col.: M. Pound, J. L. Carter, E. A. Allenby.

Sportsman of the Month

L./SMN. PETER JAMES



L./SMN. PETER JAMES was born in Brighton on March 3, 1931, where his family lived until he was 10 years old; they moved to Bournemouth and James settled down at Ashley Secondary School, New Milton. At the age of 16 he joined the Royal Navy at H.M.S. St. Vincent, and it was there that he first became interested in boxing. Within a year he had won the St. Vincent light heavy-weight title and was runner-up in the Navy Junior Championships.

Next he went to H.M.S. Vanguard, and in 1948 joined H.M.S. Nigeria and set off for two years in the South Atlantic Station, where there was not much time for boxing. However, he

managed to win the Station Championships at Simonstown, beating A.B. Stringer by a knock-out in the second round.

Returning to Devonport in 1951 and moving up into the heavyweight class, he was runner-up in the Plymouth Command Championships, but, as luck would have it, was taken to Portsmouth for the Navy Championships as second string. There he got through to the final and became Navy Champion for the first time, apart from 1952 when he was in hospital, and 1953-54 when he was abroad, he has never lost it.

Whilst in the Far East he had plenty of time to indulge in his other interests such as soccer and rugby, both of which he played for his ship, H.M.S. St. Bride's Bay.

In 1955, representing the Navy, he won the I.S.B.A. title and reached the finals of the A.B.A., where he was narrowly outpointed by Dennis Rowe. In June he received the great honour of being asked to box for England against Norway and against Wales, both of which contests he won. On October 12 he met the Russian and European champion, Aldigras Shot-sikas, at Wembley and was beaten.

In October, 1956, he joined H.M.S. Ark Royal, where he has done much to encourage the younger members of the ship's company to take up boxing and has been in many ways responsible for their successes.

He is expecting to leave the Navy in January and live in Bournemouth.

Articles for NAVY NEWS are always welcome. Illustrated by pictures or cartoons they are doubly welcome. Send your story to The Editor, NAVY NEWS, R.N. Barracks, Portsmouth

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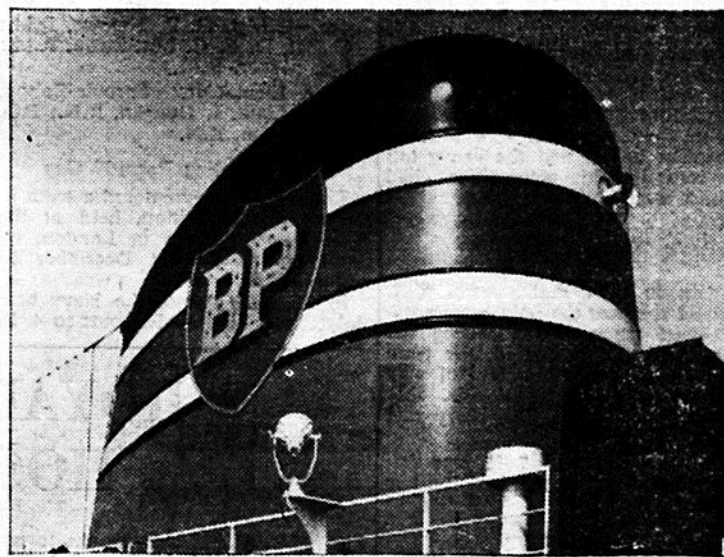
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HOME FLEET SPORTING EVENTS

AT THE end of the autumn cruise ships of the Home Fleet assembled at Rosyth and full opportunity was taken during the two week-ends that ships were in harbour of arranging as much sport as possible.

CROSS COUNTRY

The Home Fleet race for the Arbuthnot Trophy was held on November 17 over a distance of 4½ miles on a course round the Fleet and Caledonia sports grounds.

The race was won by Sub-Lieut. Purvis of H.M.S. Eagle, who led all the way and was an easy winner. Ord. Sea. Branch of H.M.S. Bulwark was second and A.A. Humphreys of H.M.S. Ark Royal third.

Team placings were: 1, Ark Royal 353; 2, Bulwark 377; 3, Eagle 530; 4, Maidstone 1,122; 5, Sheffield 1,228; 6, Ocean 1,366; 7, 6 D.S. 1,659; 8, 2 D.S. 1,697.

RUGBY

A competition for the Home Fleet Rugby Cup was run during October and November, producing some exciting and very well contested games, especially in the semi-finals and final, in which Sheffield defeated Eagle by six points to three. The winners thoroughly deserved their success by virtue of superior teamwork and fitness throughout, although there was very little to choose between any of the semi-finalists namely, Eagle, Ark Royal, Bulwark and Sheffield.

The general standard of the rugby throughout the competition was of a high order and made the choosing of the Home Fleet representative fifteen to play R.N. Scotland a very difficult task.

The side that finally represented the Fleet was: S. A. Harrison (Maidstone), Sub-Lieut. Lindley (Eagle), Lieut. Hiley (Maidstone), Sub-Lieut. Dow (Sheffield), A.A. Weall (Bulwark), Mid. Snell (Ark Royal), Sub-Lieut. Dinkerman (Ark Royal), N.A. Bland (Eagle), Shpt. Boynes (Eagle), Sub-Lieut. Steele (Ark Royal), A.B. May (Eagle), C.R.E.A. Tarr (Ark Royal), A.B. Campbell (Eagle), Shpt. Copley (Eagle) Captain, R.E.A. Quinn (Ark Royal).

The result of the game against R.N. Scotland was 10-5 against the Home Fleet, but it was a very creditable performance by the Fleet team considering they had seen very little of each other before and the heavy toll the recently-held competition had taken of everybody's energies.

SOCCER

Again in their match with R.N. Scotland this was the only representative Fleet game played during the cruise, and as was feared, the team could not reach the standard of play achieved by the Scottish side, ably led by P.O. Coates, the Navy and England player.

The final score of 7-1 was fair indication of the standard of the two teams.

BOXING

Unfortunately due to a last-minute alteration by the Aircraft Carrier Squadron the boxing tournament had to be postponed. However, an Aircraft Squadron novices' competition was later held on board Ark Royal at Devonport and the team placings were: first, Ark Royal; second, Bulwark; third Eagle.

SQUASH

The Fleet had a very enjoyable fixture with the Edinburgh Sports Club and the teams were well matched, the Fleet losing by three matches to two.

The following represented the Home Fleet: Lieut.-Cdr. M. L. Y. Ainsworth, Lieut. M. Packard, Lieut. A. Hodgson, Lieut.-Cdr. A. Boyall, Lieut. A. Nunn.

HOCKEY

The only representative Home Fleet hockey game during the autumn cruise was played at Rosyth in November against R.N. Scotland and resulted in a win for the Home Fleet by two goals to one. In the early stages of the game the Home Fleet side were at sixes and sevens and a goal for R.N. Scotland soon resulted. As the first half developed it soon became clear that the Home Fleet forwards would eventually decide the day. Their combination was excellent and they were always working well towards goal, but without success in the first half. Meanwhile the R.N.

Scotland side was testing the Home Fleet defence in which Cdr. Manners, brought back from premature retirement, played a first-class game. In addition, Cdr. Manners' captaincy was rapidly moulding the Home Fleet side of eleven individuals into an effective striking force.

The second half started with R.N. Scotland dominant, but for a period the Home Fleet forwards took charge and two quick goals, which were to decide the game, resulted. A good game of hockey ended without further score and one was left with the impression that this Home Fleet side, given the opportunity for practice together, could have been very good. Unfortunately almost all the team will not be available during the spring cruise.

The following represented the Home Fleet: Mid. Christie (Ark Royal); Cdr. Manners (Scarborough) (Captain), Lieut.-Cdr. Nash (Sheffield); A.B. Humphries (Maidstone), Lieut.-Cdr. Smith (Ark Royal), C.P.O. Davies (Ark Royal); N.A. Bunce (Eagle), Mid. Murray (Ark Royal), Sub-Lieut. Cumiskey (Ark Royal), Lieut. Boston (Ark Royal), A.B. Waterham (Carysfort). Umpires: Inst.-Cdr. Cross (Maidstone).

NAVY AND COMMAND FENCING

IN THE annual team fencing match, between the Royal Navy and Cambridge, on Saturday, November 23, the Navy scored a convincing victory by 18 bouts to nine. They won the foil 7-2, the sabre 5-4 and the épée 6-3.

The following represented the Royal Navy on this occasion:

Foil.—C./Sgt. R. Martin, R.M.; C./Sgt. W. J. Holland, R.M.; P.O. K. Pearson, R.N.

Sabre.—C./Sgt. G. E. Thomas, R.M.; C./Sgt. D. F. C. Mackenzie, R.M.; Sgt. Maker, R.M.

Épée.—Lieut.-Cdr. Sproule-Bolton, R.N.; Lieut. J. Dougan, R.N.; P.O. K. Pearson, R.N.

The "Sporting Record" Cup

The Royal Navy entered a team in the above competition, held at the A.F.A. headquarters in London, on Saturday and Sunday, December 14 and 15, 1957.

In the first round, the Navy beat Polytechnic "D" by 12 bouts to 4. In

Royal Navy Hockey Knock-out Competition

Season 1957-58

The results of the second round played on December 11, 1957, are as follows:

R.N.A.S. Culdrose, 4; R.N.E.C. Manadon, 2.

H.M.S. Ganges, 3; R.N.B. Chatham, 4.

R.N.A.S. Ford, 3; R.M. Deal, 0.

H.M.S. Osprey v. H.M.S. Collingwood: ground unfit.

R.N.A.S. Lee-on-Solent, 1; R.N.B. Portsmouth, 2.

H.M.S. Ariel v. H.M.S. Dolphin: ground unfit.

H.M.S. Dryad, 1; R.M. Eastney, 5.

R.N.A.S. Yeovilton, 3; R.N.B. Devonport, 2.

The draw for the third round to be played on Wednesday, January 15, 1958, is as follows:—

R.N.B. Chatham v. R.N.A.S. Ford.

R.N.A.S. Yeovilton v. R.N.A.S. Culdrose.

R.N.B. Portsmouth v. Winner of H.M.S. Ariel v. H.M.S. Dolphin.

R.M. Eastney v. Winner of H.M.S. Osprey v. H.M.S. Collingwood.

(First named to be home team.)

the second round they beat Salle "Nishaten" "A", by 8 victories each, and having three hits less, R.N. 59 hits against, Salle "Nishaten" 62 hits against, a very close match.

This took them to the quarter-finals, against a very strong Polytechnic "A" team which resulted in a win for Polytechnic "A" by nine bouts to two, leaving five bouts unfought.

The team from the Navy was: C./Sgt. G. E. Thomas, R.M.; C./Sgt. D. F. C. Mackenzie, R.M.; C./Sgt. R. Martin, R.M.; P.O. K. Pearson, R.N.

Portsmouth Command

A team from Portsmouth Command was entered in the Hampshire Team Foil Championships, held at Southampton on Sunday, December 8. The result was a very creditable win by the Command team, beating Bourne-mouth F.C. by five bouts to three in the final.

Portsmouth Command team: Lieut. J. Dougan, R.N.; Lieut. Garnat, R.N.; P.O. K. Pearson, R.N.

ROYAL NAVY HOCKEY

Navy XI

Goal—Lieut. Sproston, Reserve Fleet, Chatham.

Reserve: Mnc. Morris, 42nd Commando.

Right back—Lieut. Judge, R.N.B., Portsmouth.

Left back—Cdr. Repard (captain), N.I.D., Admiralty.

Reserve: Lieut.-Cdr. Midgeley, R.N.E.C., Manadon.

Right half—Lieut. Brewster, H.M.S. Tyne.

Centre half—Sub-Lieut. Bowyer-Tang, H.M.S. Collingwood.

Left half—Sub-Lieut. Turner, H.M.S. Excellent.

Reserves: C.P.O. Swift, R.N.A.S., Culdrose; Lieut. Coles, R.N.E.C., Manadon.

Outside right—Lieut.-Cdr. Macdonald (vice-captain), H.M.S. Victorious.

Inside right—Sub-Lieut. Butterworth, H.M.S. Dryad.

Centre forward—Lieut. Stanhope, H.M.S. Dolphin.

Inside left—L.R.E.M. Perkins, W./T. Station, Flowerdown.

Outside left—E.M. Wellington, R.N.A.S., Lossiemouth.

Reserves: Instr.-Lieut.-Cdr. Chippendale, H.M.S. Drake; Lieut. Barclay-Brown, H.M.S. Eastbourne.

Of the above, Cdr. Repard, E.M. Wellington and Lieut. Sproston have been selected for the Combined Services v. East at Colchester on Saturday, January 11.

Royal Navy Fixtures

Saturday, January 18: Surbiton, Portsmouth.

Wednesday, February 5: Cambridge University, H.M.S. Ganges.

Wednesday, February 12: Oxford University, Portsmouth.

Saturday, February 15: Western Counties, Devonport.

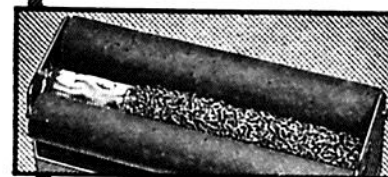
Sunday, February 16: Western Counties, Dartmouth.

Wednesday, February 19: Civil Service, Chatham.

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